

small air forces observer

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SAFO EDITORIAL POLICY; The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching the history of aviation on all aspects of aviation, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material.

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BACK ISSUES: Either Back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. For a list of back issues and their costs, see the "SAFCH Sales Service" sheet in this issue. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

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INFORMATION FOR AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer and Microsoft Word should consider sending the manuscript on disc. Photo should be black and white prints although color prints can be used. If you want any prints returned and if you do not want them to be cut, please, mark "Return" and "Do not crop" on the back of the print. All art work must be ready for printing. It is best to plan for the art to be reduced to 75% in printing and the finished drawing should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for published material.

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COVER COMMENTS: The second EMB-120 Brasilia for the Brazilian Air Force, carrying the military designation VC-97 2002, has just (Feb'97) been delivered to the Service. Like its sister ship delivered in January, it will also be stationed at Brasilia, homebase of the GTE-Grupo de Transporte Especial (Special Transport Group), the air force unit in charge of transportation of VIPs. Meanwhile, the Service's first Brasilia is being utilized to give operational training to GTE crews out of Sao Jose dos Campos. (EMB photo 4 KA01A7)

AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION
(APMA, PO Box 51, Strathfield, NSW 2135; 4
issues airmail A\$ 18.00).

Last issue received 3/86.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug
Historiker, Kannwegasse 1/15, A-1150, Wien).

4/86 (35 pages) "Piaggio P-149D" 4 pages
including two 1/72-scale 3-view drawings (one
military and one civil Austrian). "HS Geschw.1
3. Staffel" 4 pages including a 1/72-scale
3-view drawing of Bell OH-58B in Austrian Air
Force markings.

PANORAMA (IPMS Austria, Nordmanngasse
11-13/4/6, A-1210, Wien).

Last issue received 2/86.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus
21, B-1200 Deurne/Antwerp; 4 issues for US\$
13.00, add \$3.00 for airmail, no personal
checks accepted).

2/86 (38 pages) "Aircraft Towing Tractor
'ATA'" 3 pages including 5 photos and 1/48-
scale drawings. "Fairchild C-119G 'Flying
Boxcar' in the Belgian Air Force" 8 pages
including 10 photos and C-119 Production List.
"Messerschmitt Bf 109G14/A5" 6 pages including
8 photos and 2 pages of drawings. "Last Flight
of Fairey Fox O-80" one page including 2
photos. "Huma's Klemm Kl 35" 6 pages including
1/72-scale 3-view drawing and 3 pages of
drawings of interior and exterior details. "Do
it Yourself - A Vacu Box" 2 pages including
drawings. "Do it Yourself - A Compressor - Not
so Expensive" 2 pages with drawings.

3/86 (28 pages) "Miles Martinet TT.1 in
the Belgian Air Force" 11 pages including 13
photos, 3 pages of 1/72-scale drawings with
markings, and individual aircraft histories.
"Brewster B339 Buffalo (F2A-2) Belgian Service"
3 pages including 5 photos and 1/72-scale 4-
view drawing of 'NX56B' in Belgian markings.
"Belgian Hunters Part 5: F.Mk6" 2 pages of
individual aircraft histories. "Belgian F-16B"
one page consisting of a 1/72-scale side-view
drawing of 'FB-18'. "Belgian Air Force in the
Past" one page consisting of 2 photos of
Bristol Sycamore. This issue contains English
captions of all 20 photos in this issue.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias
Cordeiro, 316 S/502, CEP 20770, Meier, RJ).

Last issue received: 3/86

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626,
Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for
US\$ 12.00 in US \$13.00 elsewhere).

Last issue received 18/2.

CZECHOSLOVAKIA

LETECTVI + KOSMONAUTIKA (Best obtained by
exchange with a friend in Czechoslovakia).

16/86 (44 pages) "Dieppe" 2 pages
including serials of Spitfires flown by
Czechoslovak squadrons. "Letadla 39-45: Fleet
Fort" one page including one photo and 1/118-
scale 3-view drawing. "Male Letectvo: Siskin"
2 pages including 3 photos and 1/72-scale
drawings (including 2-seater). "Monografie:
Lockheed Constellation" 3 pages including 6
photos and side-view drawings of 5 variants.
"Z Archivu: MS-350" 1/2 page including 2 photos

and small 3-view drawing. Photos (2 color and
5 black/white of restored C-104S (Bu-131)).

17/86 (44 pages) "Dieppe" 2 pages
including 2 photos of Czechoslovak Spitfires.
"Letadla 39-45: Breda Ba-25" one page including
2 photos and 1/115-scale 3-view drawing. "Male
Letectvo: Spitfire I & II" 2 pages including 4
photos and 1/72-scale side-view and front-view
drawing of Mk. I. "Monografie: Lockheed
Constellation" 3 pages including 5 photos and
1/178-scale 3-view drawing of Constellation
L-649. "Z Archivu: Northrop N1M" 1/2 page
including 2 photos and small 3-view drawing.

18/86 (44 pages) "Tri Duby" 2 pages
including 5 photos. "Letadla 39-45: North
American P-64" one page including 2 photos and
1/111-scale 3-view drawing. "Male Letectvo:
Spitfire Mk.1 & II" 3 pages including 3 photos
1/72-scale drawing, and full-page color side-
view drawing of Spitfire IIA 'RY-F' as flown by
Frantisek Fajtl. "Monografie: Lilienthal" 3
pages including 6 photos. "Z Archivu: AD
Scout" 1/2 page including one photo and small
3-view drawing.

19/86 (44 pages) "Aircraft from Czecho-
slovakia in the Spanish Civil War" 2 pages
including one photo. "Letadla 39-45: Junkers
Ju 86P/R" one page including 2 photos and
1/240-scale 3-view drawing. "Male Letectvo:
Spitfire Mk.I & II" 2 pages including 2 photos
and 1/72-scale drawings. "Monografie:
Lilienthal" 3 pages including 6 photos and
1/35-scale 3-view drawing of glider #11. "Co
Noveho: PZL M-26 Iskierka" 1/2 page including
one photo and a small 3-view drawing. "Z
Archivu: OFW OK-15" 1/2 page including 2 photos
and a small 3-view drawing. Four photos of
Czech MiG-23 and a full-page color photo of
Czech Frogfoot.

20/86 (44 pages) "Male Letectvo: FA-200
Aero Subaru" 3 pages including 2 photos and
1/48-scale 3-view drawings. "Letadla 39-45:
Yokosuka B4Y" one page including 2 photos and
1/133-scale 3-view drawing. "Monografie: Aero
A-200" 3 pages including 10 photos. "Z
Archivu: ANT-13" 1/2 page including 2 photos
and a small 3-view drawing. Color side-view
drawings: Fleet Fort, Breda Ba-25, NA-50A (Thai
markings), Ju-86R-1, Yokosuka B4Y1.

21/86 (44 pages) "Letadla 39-45: Varga
X/G, X/H" one page including 2 photos and
1/140-scale 3-view drawing. "Male Letectvo:
FA-200 Aero Subaru" 2 pages including 2 photos
and 1/48-scale drawings. "Monografie: Aero A-
200" 3 pages including 2 photos and 1/72-scale
5-view drawing. Full page color photo of Czech
K-68 (Piper L-4B).

22/86 (44 pages) "Male Letectvo: Piper
Cub" 4 pages including 6 photos (Czech), 1/48-
scale drawings, and 5 color side-view drawings
(Czech, French, & Polish).. "Letadla 39-45:
Iljusin Il-1" one page including 2 photos and
1/150-scale 3-view drawing. "Monografie: Aero
A-200" 3 pages including 10 photos. "Z
Archivu: Eon 1" 1/2 page including 2 photos and
a small 3-view drawing. Photos: Czech MiG-21,
Su-25, L-410, & L-39 at recent exercise.

23/86 (44 pages) "Letadla 39-45: Caproni
Ca-133/148" one page including 2 photos and
1/122-scale 3-view drawing. "Male Letectvo:
Piper Cub" 2 pages including 4 photos and
drawings. "Monografie: Suchoj Su-9" 3 pages
including 2 photos and 1/86-scale 3-view
drawing. "Z Archivu: Handley Page HP-21" 1/2
page including 2 photos and a small 3-view
drawing. "Ptali Jste Se: Austrian CR-30" 1/2
page including 3 photos. Photos: Czech Mi-2
and Soviet Mi-6 & Mi-8. Color photo: Czech Su-

7BKL.

24/86 (44 pages) "Letadla 39-45: Kawasaki Ki-102" one page including 2 photos and 1/140-scale 3-view drawing. "Male Letectvo: Piper Cub" 2 pages including 7 photos (Czechoslovakia), 3 side-view drawings (Polish), and drawings of interior. "Monografie: MiG-21 Analog 144" 3 pages including 5 photos and 1/72-scale 3-view drawings. One page of 17 color side-view drawings of Czechoslovak civil aircraft. (This issue contains 8 pages of color photos besides the color front and back covers)

25/86 (44 pages) "Male Letectvo: Piper Cub" 3 pages including 7 photos and 1/48-scale side-view drawings of float- and ski-equipped versions. "Letadla 39-45: Focke-Wulf FW 189" one page including 2 photos and 1/150-scale 3-view drawing. "Monografie: Cody" 3 pages including 9 photos and 2 small 3-view drawings. "Co Noveho: ENAER T-35TX Aucan" 1/2 page including one photo and a small 3-view drawing. Full-page color photo of Czech MiG-21MF.

26/86 (44 pages) Monografie: Cody" 3 pages including 3 photos, 3 small 3-view drawings, and 1/72-scale 3-view drawing of Cody Military Trials Biplane. "Letadla 39-45: Handley Page HP-52 Hereford" one page including 2 photos and 1/150-scale 3-view drawing. Color side-view drawings of Il-1, Ki-102b, Ca-133S, Varga X/H, FW-189A, & HP Hereford I.

1/87 (44 pages) "Monografie: Jakovlev Jak-55" 3 pages including 5 photos (2 color) and 1/48-scale 3-view drawing. "Letadla 39-45: Kocerigin OPB-41" one page including one photo and 1/120-scale 3-view drawing. "Co Noveho" Piaggio P-180 Avanti" 1/2 page including one photo and a small 3-view drawing. "Z Archivu: Edo XOSE-1" 1/2 page including 2 photos and a small 3-view drawing. "Ptali Jste Se: Czech Aero A-14" 1/2 page including one photo and camouflage pattern. Photos: two photos of reconstructed Aero A-18C. Color 4-view drawing of LF-107 Lunak.

DENMARK

NYT (IPMS Denmark, c/o Kai Willadsen, Kastellet 54/322 Kobenhavn 0 (01) 12 94 51; 4 issues for 70 Dkr surface, 80 Dkr airmail).

#34 (30 pages) "Danish Dynamite in the Air" 4 pages including 5 photos and side- & plan-view drawings of unique red & white RDAF Draken (in English). "Norwegian Curtiss Hawk 75" 2 pages including 3-view drawing.

ENGLAND

MAGAZINE (Tim Laming, 258 Woodseats Road, Sheffield, South Yorkshire S8 0PQ, 6 issues for £11.00 + 50p joining fee).

6/86 (24 pages) "Dornier Alpha Jet" one page of 1/72-scale 4-view drawing of West German aircraft.

PLASTIC KIT CONSTRUCTOR (PKC, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire; USA: J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; 4 issues \$18.00).

Last issue received: Spring/Summer 86

WIND-SOCK (10 Long View, Chiltern Park Estate, Berkhamsted, Herts., HP4 1BY. Four issues per year; Europe £11.00, Australia/NZ \$30.00 AUS/NZ; USA/Canada \$20.00 US from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505)

1/87 (32 pages) "DFW Single-Seaters" 5 pages including 10 photos. "London Colney's BE2e" 4 pages including 20 photos. "B. C.

Hucks" 2 pages including 3 photos. "PC12" one page including one photos and 2 color chips. "Pfalz D XV" 2 pages including 2 photos and 1/72-scale 5-view drawings. Exotic Colour Schemes" 2 pages including 3 photos and 2-view drawing of checkered Sopwith Pup.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 4 issues \$6.50, add \$1.00 for airmail and \$1.50 for cashing personal check).

4/85 (8 pages) "Gloster Gamecock II in Finnish Service" 7 pages including 6 photos and 4 pages of scale drawings.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, 73 rue Alexandre Dumas, 75020 Paris; 4 issues 60 FF surface, 80 FF air, back issues 12 FF, "La Lettre de l'IPMS" 25 FF).

#28 "Le Focke Wulf 190 V1" 8 pages including 1/72-scale 3-view drawings of V1 and Vlii. "Le Focke Wulf 190 D9" 6 pages including 4 side-view drawings. "Gloster E 28/39" 4 pages including 5 photos and 1/72-scale 3-view drawing. "Le LATE 28" 6 pages including 9 photos and a two-page 1/72-scale 3-view drawing. "Tatra 57 K" 5 pages including 17 photos and 1/35-scale and 1/72-scale drawings of a Czechoslovak "jeep" that would look great in a diorama of the Slovak National Uprising.

GERMANY

MITTEILUNGEN (IPMS Germany, Oertzenweg 12b, 1000 Berlin 37; 12 issues DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia).

1/87 (30 pages) "New Airmodel kit: Focke Achgelis FA 223 Drache" one page with small 3-view drawings. "Bf 109 F, ung. Luftwaffe" 2 pages including one photo and 4-view drawing of Hungarian Bf-109F. "3 x Bf 109 D 'Legion Condor'" 2 pages including 3 side-view drawings.

ITALY

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; 4 issues 24,000 Italian Lira in Europe or \$18.00 overseas).

3/86 (32 pages) "Tatra OA-VZ 30/72" 3 pages including 6 photos and 1/35-scale drawings of armored car. "17 cm Kanone in Morserlafette" 8 pages including 9 photos and 1/35-scale drawings. (No aircraft, but nice anyway.)

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

10/86 (82 pages) Photos: Spanish C-101 Aviojet '793-22' (color), Brazilian AF Boeing 707 '03' (color), Burmese Pilatus PC-9 '104' & '105' in Swiss registration (color), and Malaysian HU-16 Albatros. "Plastimodellismo: Dauntless" 4 pages including 4 color side-view drawings. (This issue is printed on the highest quality paper I've ever seen used for a magazine and it includes a 4-page English summary.)

11/86 (86 pages) Photos: Indian Mi-26 (color); Mexican Bo-105CB (color); and Turkish F-5B '5-408' in Aggressor colors (color). "How I managed to avoid shooting down Hitler's Junkers 52" 4 pages including 6 photos (S.59bis, CR Asso, & Ju-52). "Plastimodellismo: B-24D Liberator" 2 pages including 4 color side-view drawings. "Lettere" 2 photos of Saudi Arabian Lightnings. (A 4-page English translation included.)

12/86 (86 pages) Photos: Zimbabwe AB.412 (color); Bulgarian AN-12B 'LZ-BAC' (color); Venezuelan Tucano (color); Belgian Seaking 'RS02' (color); Swiss F-5F 'J-3207' and Mirage IIIS '2321' (color); Australian F-18 'A21-8'; and Contra UH-1. "Portugese Fighters" 6 pages including 8 color and 4 b&w photos (G-91R '5471', A-7P '5502', T-33A '1914', Chipmunk, T-38A '2609', & T-37C '2422'). "Coppa Baracca 1922" 4 pages including 6 photos (Fiat R & BR). [This issue contains the new 4-page English summary and you have got to see (and feel) the quality of the paper - it is absolutely sensuous.]

AEROFAN (Gioglio Apostolo, via Ampere 49, 20131 Milano; 4 issues for US\$ 16.00).

3/86 (32 pages) "Early Italian Aircraft in Sweden" 3 pages including 8 photos (Macchi M.7 & M.8 and Savoia S.13. "Sergio Paoli pilota" 3 pages including 8 photos (Fiat AS.1 & BR.3, S.79, S.81, Ro.43, and BR.20M). "Sketchbook: CANT Z.506" 16 pages including 31 photos, 1/72-scale drawings, drawings of details, military serial numbers, and individual histories of civil Z.506. Photos: Aviatik A.2 'I-BAIV', SC.4 'I-BALC', Junkers F-13 'I-BAJO', cobelligerent Fiat CR-42, Ro.37, and Luftwaffe 2-place Fiat G.50.

MALTA

MODELALID INTERNATIONAL (MAI, 206 Old Bakery St., Valletta; 12 issues Europe £17.55, USA & Canada US\$45.35 airmail, Australia AU\$54).

2/87 (32 pages) "Modelaid Colour Guide" #15 Slate Grey & #16 Sky Grey. "Japanese Air Forces 1935-1945" one page with FS595a equivalents for JNAF colors. "Datafile: F-104" 10 pages including 16 photos, 9 side-view drawings (Canada, Japan, Italy, Belgium, West Germany, Netherlands, & Norway), 2 full pages of detailed 1/72-scale drawings (F-104A, F-104G, CF-104, & F-104S), and 2 cut-out cockpit interiors. "Ouragan" 4 pages including 2 photos, 7 side-view drawings (France, India, & Israel). "Firefly" 6 pages including 6 photos, 4 color side-view drawings (Ethiopia & Netherlands), and a full-page of 1/72-scale detail 3-view drawings. "Air War in Korea" 2 pages with 4 side-view drawings of USAF aircraft.

3/87 (32 pages) "Modelaid Colour Guide" #17 Olive Drab & #18 Sea Grey. "Japanese Air Forces 1935-1945" one page on evolution of Army Air Force uniform color schemes. "Data File: Canberra" 10 pages including 24 photos, 9 side-view drawings (RAAF & SAAF), and a 2-page, 1/72-scale, 3-view drawing. "Scale Modeling: Martin Baker MB.5" 3 pages including 5 photos, 1/72-scale 3-view drawing, and review of the new Skybirds 86 injection-moulded 1/72-scale kit. "Warplanes: B-25 Mitchel" 7 pages including 7 photos, 3 color side-view drawings (USSR, RAF, & RAAF), and 3 pages of 1/72-scale drawings describing all variants. Cut out cockpits for Fairey Gannet and Martin Baker MB.5. "Air War in Korea" 2 pages with 6 side-view drawings (North Korean Yak-11, MiG-15, & Il-10).

4/87 (36 pages) "Modelaid Colour Guide" #19 Yellow and #20 International Orange. "Japanese Air Forces 1935-1945" one page on Army Air Force "Wavy Pattern" and "Mottling". "Datafile: T-33" 10 pages including 16 photos (Canadian, Belgian, Italian, Japanese, and Dutch), 7 side-view drawings (Canadian, Thai, West German, Italian, & Portugese), 1/72-scale

5-view drawing. "Warplanes: Defiant" 4 pages including 2 photos, 6 side-view drawings, and a 1/72-scale 5-view drawing. "Fly Navy: Tracker" 8 pages including 8 photos (Canadian, Italian, & Brazilian), 4 side-view drawings (Japanese & Canadian), 3 color side-view drawings (Japanese), and a 2-page 1/72-scale 5-view drawing.

POLAND

TECHNIKA LOTNICZA I ASTRONAUTYCZNA
Last issue received: 11-12/86

SINGAPORE

SCALE PLASTIKS (Plastic Modellers Society Singapore, 32 Mangis Rd., Singapore 1542)
Last issue received #4.

SOUTH AFRICA

AFRICAN AIR REVIEW (Aviation Society of Africa, PO Box 1413, Alberton 1450; 4 issues US\$ 8.00).
Last issue received 9/10 86.

AIR AFRICANA (Published by ASA: see address above)
Last issue received 4/86.

SWITZERLAND

VIRUS PLASTICUS (IPMS Switzerland, c/o Mathias Weichelt, Zelgstrass 27, 3027 Bern; 4 issues for Sfr 24).

4/86 (34 pages) "Grumman E-1B Tracer" 6 pages including 5 side-view drawings (USN).

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$ 20.00; tax deductible).

2/87 (98 pages) "The Evolution of the Aircraft Engine 1914-1918" 20 pages including 38 photos. "The Fiat A 12 Engine" 5 pages including 2 photos and scale drawings. "Fokker V 1" 20 pages including 32 photos and 7 pages of scale drawings. "Notes on the Il'Ya Murometz Reproduction" 3 pages including 4 photos. "Cockpits/Instruments" 7 pages including 13 photos.

SKYWAYS (World War I Aeroplanes, 15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$ 20.00)

1/87 (66 pages) "The Gipsy Moth" 12 pages including 40 photos from Maintenance and Overhaul Manual. "Engines: Curtiss D-12" 5 pages including 6 photos and drawings. "Douglas O-43A" 8 pages including 9 photos and small 3-view drawing. "1932 National Air Races" 8 pages including 26 pages (Breda 19, Udet Flamingo, MS-230E, and PZL P.11). "The B-1 Bomber" 3 pages including 4 photos (reprinted from 1927 issue of Aviation magazine). "Battleship Planes" 3 pages including 8 photos (Hanriot HD-1, Sopwith 1 1/2 Strutter, & Nieuport 28 in USN. "Chronology Highlights: 1920 & 1921" 4 pages including 2 photos. "Berliner-Joyce Y1P-16" 2 pages including 2 photos (Air Corps Technical Report, 1932). "North American BT-9" 4 pages including 4 photos.

DIRTY PLASTIC (IPMS Phoenix, 509 W. Camino Dr., Phoenix, AZ 85021; 4 issues for \$6.00 USA or \$9.00 elsewhere).

Winter 86 (20 pages) "The 'Wing and a Half' Nieuports" 19 pages of 4-view drawings and side- and top-view drawings: 10.C1 (Italy, France, Russia, England, & Belgium);

11.C1 (France, Czechoslovakia, Rumania, & Holland); 17.C1 (USAS, Japan, & Portugal); 17bis.C1 (Russia); 23.C1 (Switzerland); 24bis.C1 (Soviet & Japan); 27.C1 (Poland).

IPMS HAWAII (1650 Lehia St., Honolulu, HI 96818; \$5.00 for mainlanders and \$6.00 for those overseas).

#24 (16 pages) "Sayonara to the Satellite Snatchers" 13 pages including 16 photos (C-119, C-130, & HH-53C) and side-view drawings (HH-53C & C-130). "USAC SE-5a" 2 pages of drawings.

AIR INTERNATIONAL
Volumes 28, 30, & 31

BRAZIL: "Latin America's Largest Air Arm", Vol. 28, No. 5, p.217. "Brazil's Smoke Squadron (Esquadroa de Demorstratquo Aerea)", Vol. 30, No. 4, p.172.

CANADA: "Voodoo Farewell", Vol. 28, No. 1, p.88. "Thirty-Five Years with the Fleet (Canadian Coast Guard)", Vol. 30, No. 2, P.77. "Flying Schedules with Style (Wardair Canada)", Vol. 31, No. 3, p.153.

CHILE: "Hecho En Chile (ENAER Pillan)", Vol. 28, No. 4, P.170. "Aucan (ENAER Aucan)", Vol. 31, No. 4, p.170.

ECUADOR: "Equatorial Wings", Vol. 28, No. 1, p.88.

FINLAND: "Valmet's Turbotrainer (L-80TP)", Vol. 30, No. 3, p.111. "Far Northern Fighter Force", Vol. 31, No. 1, p.7.

FRANCE: "France's Superior Standard (AMD-B Super Entendard)", Vol. 30, No. 2, p.59.

HONG KONG: "Always Ready (RHKAuxAF)", Vol. 30, No. 4, p.168.

ITALY: "The Italian 'Fortress' (Piaggio P.108B)", Vol. 31, No. 6, p.298. "Starfighter in the AMI", Vol. 31, No. 5, p. 241.

THE NETHERLANDS: "The Frustrated Fokker (Fokker T.V)", Vol. 31, No. 5, p.241.

SINGAPORE: "Singapore Sting", Vol. 31, No. 2, p.59.

SOUTH AFRICA: "An Alpha form Atlas" Vol. 30, No. 6, p.299. "In Defence of

Bophuthatswana", Vol. 31, No. 5, p.255. "Aerobatics ... alive and well in South Africa", Vol. 31, No. 6, p.290.

THAILAND: "Thailand Hones its Air Defence", Vol. 31, No. 3, p.113.

YUGOSLAVIA: "Of Gulls and Eagles (Yugoslav aircraft industry)", Vol. 28, No. 1, p.7. "Modernization Plans of JAT", Vol. 30, No. 1, p.18.

Compiled by Tor Scott (SAFCH #403), 168 59th Ave., Chomedey, Laval, P.Q., CANADA H7V 2B8

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"I have some more articles in the pipe line for the SAFO, but I would like to ask if any of our readers has information on the Hong Kong Volunteer Defense Force Air Unit of 1940-41. I've drawn a blank so far except that they used the aircraft and pilots of the 'Far East Training School' based at Kai Tai airfield."

Bob Massey (SAFCH #364), 9 Worrall Ave., Arnold, Nottingham, NG5 7GN, ENGLAND

"Does anyone have any knowledge of a decal sheet produced in the US for a Saudi F-15?"

Mick Burton (SAFCH #303), 30 Stride Ave., Copnor, Portsmouth, Hampshire, PO3 6HL, ENGLAND

"I am making a bibliographic list of all articles (in any language, from any period of time) about all aspects of aviation in Yugoslavia including aircraft designed in Yugoslavia, aircraft used in Yugoslavia, histories of the Yugoslav Air Force and Yugoslav aircraft companies, etc. This work should result in some articles for publication in SAFO. Perhaps some SAFCH members would want to help me in this endeavor.

"In addition, I am looking for correspondents in Canada, West Germany, South America, and Africa who are interested in exchanging original slides (K64 or K25) of military aircraft."

Herse Roche (SAFCH #762), 27 rue Poylo, "Bergson Jackson", 42000 St. Etienne, FRANCE

"I am looking for information and photos of the aircraft of the Royal Thai Air Force in WWII. The Thai AF used both Japanese, American, and Dutch aircraft. While there is good information in AIR ENTHUSIAST #25 and in the Fall/Winter 1983 issue of the JOURNAL of the AAHS, I am lacking information on the following aircraft:

"Were the Thai Ki-43's Mk. I or Mk. II, or did they operate both versions? Are there any photos of the Martin 139 (or 166), Ki-21, Ki-27, Ki-30, or Ki-36 carrying the white elephant

insignia? What was the Royal Thai Air Force Order of Battle in December 1941, December 1943, and August 1945? Did the Thai Navy have an aviation unit? If so, what aircraft did they use?

"On another subject, it is becoming more and more evident that the Rumanian Air Force did not use Arado Ar-196's during WWII. However, color profiles of a Rumanian Ar-196 keep appearing in various publications. Does anyone have a photo of this aircraft?"

Michel Ledet (SAFCH #602), 39 rue Aristire Briand, 62200 Boulogne/Mer, FRANCE

"A lot has happened since I last wrote. As you can see, I am no longer in Oklahoma. Back in October, Squadron/Signal advertised for an editor and I applied for the job. I am now the new editor for the IN ACTION series of books. We moved down here the first week in January and I have been getting settled into the job and into our new house. So far, everything is going fine and I think I am going to really enjoy it.

"I have begun work my first project, "The F7F Tigercat In Action"; it is due for release in June. In addition to the editor's job, I am in charge of the reference books and magazines. The understanding I have with my boss is that I can write for IPMS and SAFO, but commercial writing would be a conflict of interest.

"Please publish my new address in the SAFO and let people know that this should be home for me now. I really need to re-establish contact with a lot of my friends whose addresses I mislaid during all my recent moves; so I need for people to contact me. Also, any member with information on MiGs (especially Africa) or Latin American aviation should contact me for I intend to continue supplying articles on these subjects to the SAFO."

Nick Waters (SAFO #2), 5509 Darby Lane, The Colony, TX 75056

(Editor's note: Congratulations Nick. We wish you the greatest success.)

HIDDEN HISTORY

CATALAN WOMEN PILOTS FOR THE SPANISH REPUBLIC

Because of feminist interest in bringing to light unknown women in history, aviation books have recently begun to cover women's role in flying. Now there are volumes on American women with the WASPs (Women's Air Force Service Pilots), British, American, and Commonwealth women with the Air Transport Service, Soviet women pilots with fighter, bombers, and biplane harassment ("Night Witches") air regiments, and women pilots of other nations in World War II. The pioneering air period is also being covered more carefully as is the post-WWII period including such astronauts as Valentina Tereskova and Sally Ride.

However, there are still gaps which need to be filled in. Few aviation historians of either sex are cognizant of Helene Dutrieux (1877-1961), air pioneer and recipient of the Legion of Honor, who was supposedly a member of the Paris Air Guard during the First World War and attacked German Zeppelins and bombers over Paris, thus becoming the world's first female combat pilot.

Even less well-known are the efforts of three Catalan women who helped the Spanish Republican Air Forces during the Spanish Civil War (1936-39). These three women are Mari Pepa COLOMER Luque, Dolores VIVES Rodon, and Raimunda ELIAS Marca.

The history of the events leading to and culminating in the Spanish Civil War is complex and still hotly debated. There were disputes between civil and military people, between church and lay or atheist groups, between poor and rich, between and among rightist and leftists, between landowners and landless or tenants, between labor and management, and also between traditional regions on the Iberian Peninsula which claimed separate or autonomous status and the central authorities in Madrid.

The major regions which claimed separate status were the Basque Country (Euzkadi), Catalonia (Catalunya), and to some extent areas such as Asturias, Galicia, and Andalusia. The Second Spanish Republic came into existence following a plebiscite in April 1931, in which the majority of people voted against continuation of the monarchy of King Alfonso XIII. Regions seeking autonomy such as the Basque Country and Catalonia had voted strongly against the monarchy and immediately pressed for more power to run their own affairs.

Catalonia, basically an area on the eastern part of the Iberian Peninsula including territory north into France and the Balearic Islands, gained its autonomy through passage of a statute in the Madrid Cortes (Spanish Congress) dated 9 September 1932. Because the elected representatives of the Cortes and executive were predominantly rightist during the so-called "Black Biennium" of 1933-35, the Basques did not receive autonomy until after the outbreak of the Civil War on 18 July 1936. In exchange for a promise to fight on the side of the Republic during the Civil War against the army uprising and the right, the Basques were granted autonomy on 1 October 1936. No other areas were granted autonomy under the Republic.

Catalonia, with its own language, history of empire in the middle ages, and culture, centralized the limited powers it was granted in a Generalitat based in Barcelona. The Catalan regional government created various

organs to carry out its functions, among which was a department of Aeronautical Services. This department handled civil aviation matters in the region, and encouraged flying and gliding clubs, expositions, races, competitions, and other events. It should be noted that there were also Spanish military aviation units stationed in Catalonia: the 3rd Air Group of the Military Aviation (part of the Spanish Army) and units of the Naval Aeronautics (part of the Spanish Navy).

Needless to say, the prevailing attitudes of Iberian society did not favor or encourage women to become pilots. Two of the Catalan aviators had the interest and support of family members. Mari Pepa COLOMER Luque had a father and later a husband who were well-known civil pilots. Dolores VIVES Rodon had brothers who built sailplanes and relatives in the Aviacion Militar. Both of these women became accomplished aviators and were respected by their peers for their abilities.

At age 18, Mari Pepa COLOMER Luque arrived with her father, Joan Colomer, at the Prat de Llobregat airfield in May 1930, to begin flying lessons. By the time she took her pilot's exam on 19 February 1931, she was very skilled. Her examiner, Jose Galan, said she did better on the exam than any applicant he had ever seen. She ended the test by climbing in a spiral to 300 meters and then circling down to the kind of perfect landing for which she would become famous.

To commemorate the licensing of the first Catalan woman pilot, a dinner was given in her honor on 9 February 1931, hosted by the Friends of Canudas Aerodrome (Prat de Llobregat), the Falcons Flying Club, Hispano-Suiza, the City Government and Diputacion of Barcelona, and others. She was presented with a trophy cup and flowers.

On 23 February 1931, the Aero Club of Catalonia held an aviation festival at the Aeronaval Aerodrome near Barcelona to celebrate the 21st anniversary of the first heavier-than-air flight in Spain (Barcelona, 11 February 1910). The fledgling pilot Mari Pepa flew a "Loring-Elizalde" type avioneta in a demonstration which ended with a beautiful landing.

In August of the same year, the City Government of Cardedeu, the Falcons, and the Friends of the Canudas Aerodrome organized another air meet at Cardedeu at which Mari Pepa flew a CASA avioneta 'EC-QAQ' with a Cirrus 85 engine in an excellent display again ending with a beautiful landing.

January 1932 found Mari Pepa participating in a flight of a Farman-Hispano over the Pyrenees Mountains to take photographs for the Hydroelectric Power Company of Andorra. Later that same year she participated in another air meet organized by the Friends of Canudas Aerodrome for amateur pilots which included balloon-breaking races and landing competitions.

In 1934 she flew to France and, on 16 February 1935, she was made an honorary member of the Aero Club of Barcelona, which held a dinner for her on 7 March. On the 29th of the same month she obtained one of the first Pilot Insurance contracts issued - previously there had been no insurance for aviators.

On 5 July 1935, the Spanish Director of

Civil Aviation signed her certificate as an Instructor-Pilot, the first awarded to a woman by the Spanish State. With the re-establishment of the School of Catalan Aviation (1916-21) at the Barcelona Aerodrome in September 1935, Mari Pepa was made an instructor along with several others including her husband, Jose Maria Carreras y Dexeus. She taught pilot trainees in a Luciole-Salmson 95, which later received a Renault 100 engine.

Mari Pepa helped inaugurate the new airport at Vitoria, Alava, in the Basque Country (Euzkadi) on 39 September, and on 20 December she was made a Representative of the Popular Aero Society of Barcelona.

Though the civil strife leading to the civil war was steadily increasing in 1936, civil aviation events continued. On 22 May, Mari Pepa and her husband flew with Catalan pilot Joan Batten in the Percival Gull 6-200 in which he had recently flown the South Atlantic.

The Spanish Civil Aviation Directorate and the Spanish Aeronautic Federation, among other groups, organized an Aerial Rally at Madrid, 16-17 May 1936, which Mari Pepa and Jose Maria Carreras attended. They flew a Farman-Hispano 250. Back in Barcelona on 30 May, both attended a ceremony in which the Aero Club of Catalonia acquired a Luciole-Salmson 95, and both became instructors at the Aerial Cooperative of Treball (Labor) Catalan School of Aviation.

Meanwhile a second Catalan women pilot, Raimunda ELIAS Marca, had learned to fly sailplanes. Less is known about her, but by 1931 she was associated with the Barcelona School of Aviation. In February, 1934, an airshow was held at Barcelona to commemorate the 24th Anniversary of Powered Flight in Spain (11 February 1910) and Raimunda Elias gave a sailplane demonstration.

She became the first Catalan women, and the second women in Spain, to obtain a "B" sailplane rating. A "B" rating required five flights of at least one minute's duration including one 90 degree turn to the right and one 90 degree turn to the left.

During the last major pre-war sailplane meet, the "Week of Motorless Flight", held at Monflorite, Huesca Province. 5-12 April 1936, Raimunda Elias participated, but only made an "A" rated flight of 30 seconds. However, she did persevere and obtained her sailplane Instructor-Pilot rating.

The third Catalan woman pilot of the Spanish Civil War to learn to fly was Dolores VIVES Rodon. Dolores took her training at the Progress School of Aviation at the Provisional Military Airport of Barcelona. She had been a member of the Popular Aero Society of Barcelona from its inception.

Dolores obtained her pilot's license in February 1934 in powered aircraft, but she also learned to fly sailplanes. When the Spanish Directorate of Civil Aeronautics and the Center for Motorless Flight sponsored the "Week of Motorless Flight" at Monflorite, Dolores VIVES obtained a "B" Sailplane rating.

Partly because of her prowess at flying sailplanes, Dolores was elected President of the Popular Aero Club of Barcelona. At a dinner held in her honor 26 April, those attending included Gen. Nunez del Prado, Director of Spanish Civil Aviation, and Alfred Domenesch, head of Catalan Aviation Services, plus members of many flying clubs and schools.

But the halcyon days of Catalan and Iberian aviation were ended when the Spanish Army and Foreign Legion rose in rebellion 17-18 July 1936. In Catalonia the rebellion was

quickly put down with the exception of the island of Mallorca. Part of Catalan civil aviation was mobilized to join Military and Naval Aviation units loyal to the Second Spanish Republic.

Some Catalan civil pilots became either regular members of the military forces or were attached to military units, both army and naval, until the Republican Air Force amalgamated the aviation units of both. Dolores VIVES was the only Iberian woman commissioned into either air force. On 1 August 1936, she was formally made an Alferez (Second Lieutenant) in the Aviacion Militar (Army Aviation).

She performed various services for the Loyalist air forces. She became a powered-flight instructor at the First Course for Military Pilots at Sarinena (northwest of Lerida), as did Mari Pepa, in October 1936. Dolores was also attached to Republican Naval Aviation as an observer in Macchi M-18 flying boats which searched the Mediterranean Sea east of Barcelona for Nationalist warships.

The first time she made such a flight, with mobilized Catalan civil pilot Angel ORTE, in an M-18 (cruising speed about 90 mph), she began to wonder on the return flight whether they had sufficient fuel on board to return to the coast. The seaplane seemed to be moving much more slowly than the light land-based planes Dolores was used to flying. Also the airspeed indicator in the M-18 was broken. So she asked ORTE how fast they were flying really wanting to know their track over the sea. i.e. "ground speed". Orte solemnly wet his finger in his mouth, held it up in the slipstream, and said "We are flying at the proper speed, all goes well!" Dolores loved to tell this tale to other pilots.

Unlike Mari Pepa Colomer and Dolores Vives, Raimunda Elias Marca was not mobilized with the military forces. She did, however, instruct sailplane pilots, some of whom became military aircrew.

By 1938 she was a Professor of the First Motorless Flight Class and was appointed a Monitor of Motorless Flight. As late as December 1938, while Franco's armies were invading Catalonia, the Catalan Generalitat was still sponsoring sailplane encampments. Raimunda Elias was authorized to represent the Generalitat at the encampment held 24 December.

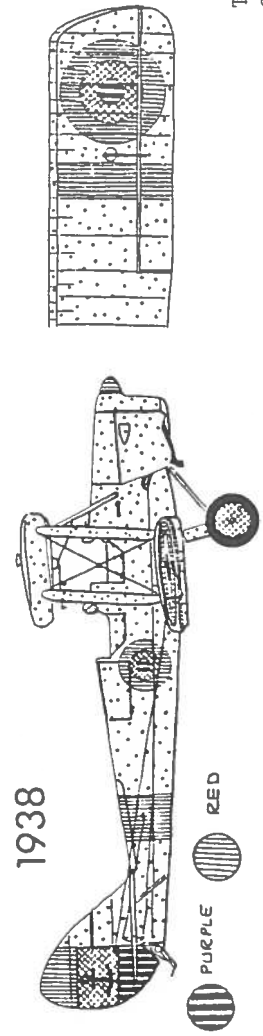
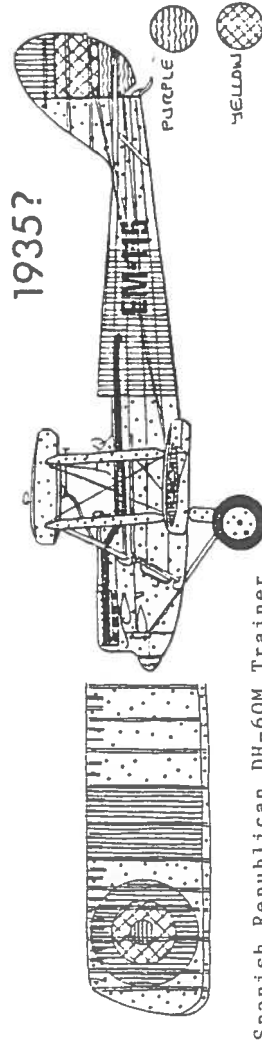
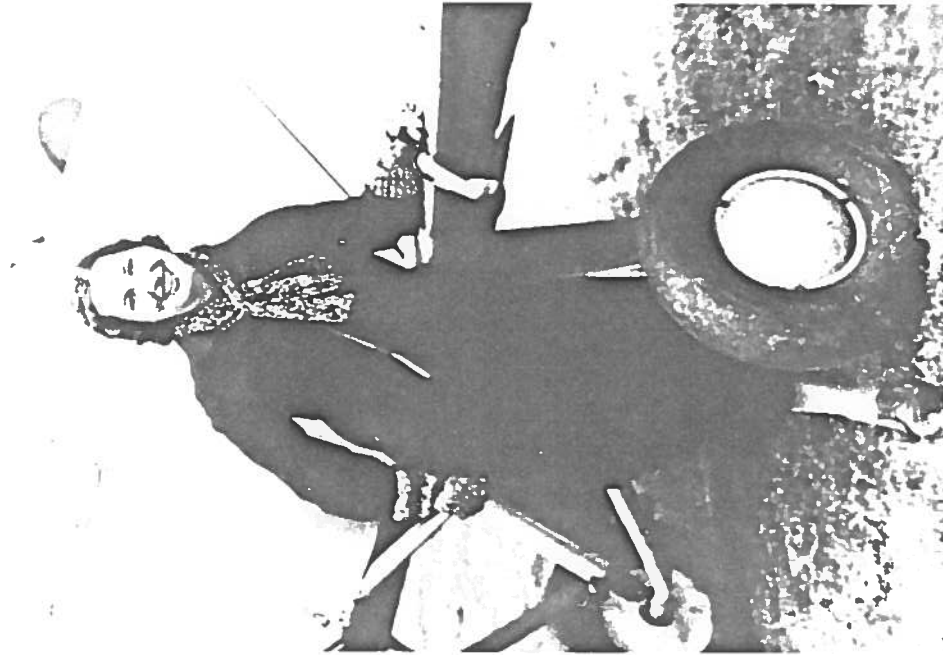
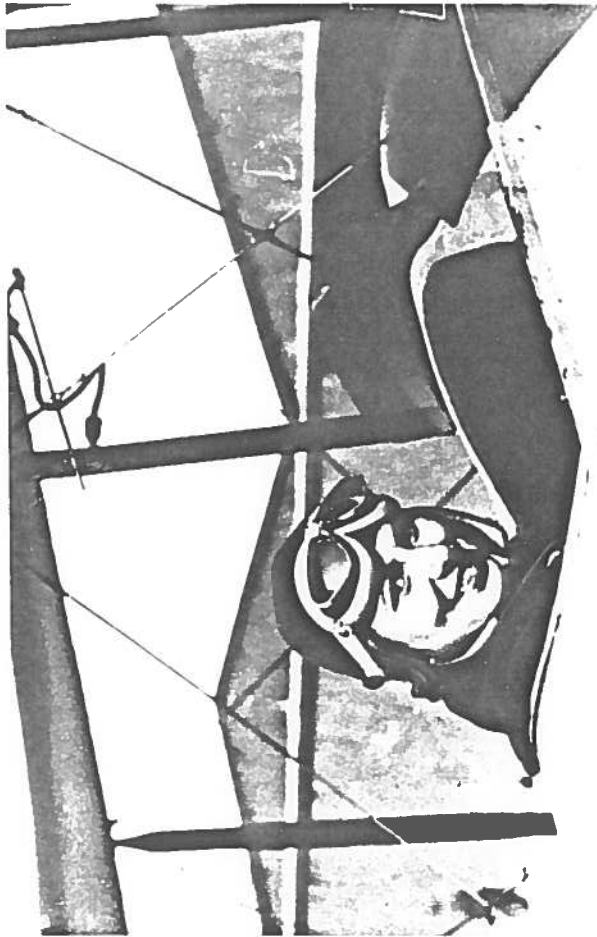
Mari Pepa COLOMER Luque did not receive a commission, but like Orte and others she was attached to the Republican air forces. She was mobilized with the Aviacion Militar on 24 July 1936, and within a few days she was instructing civil pilots in a refresher course designed to put them in shape for military duties. On 2 August, she dropped propaganda leaflets from a de Havilland DH-60 "Moth" over Republican-held Barcelona to bolster morale.

As previously mentioned, she instructed at Sarinena in October, but her most interesting work was in piloting light aircraft from from which locally-produced Barcelona bombs were tested. Mari Pepa flew the aircraft while the observer in the rear cockpit held the bombs in the slipstream so the tiny propellers on the fuses would turn and arm the device. Then, once the bombs were armed, he dropped them over the cockpit side and watched to see whether they exploded in fields near Prat de Llobregat.

In fairness to the other sex which flies, it should be mentioned that Mari Pepa's husband, Jose Maria CARRERAS y Dexeus (1906-1982) was also a well-known Catalan pilot. He learned to fly in 1927 and joined Spanish Army Aviation in 1929 where he flew as a military

CATALAN WOMEN PILOTS FOR THE SPANISH REPUBLIC

Left: Dolores VIVES Rodon.
Below: Mari Pepe COLOMER Loque.
Photos via Angelo Emiliani.



The drawings reproduced here are from an extensive article on the Delavilland Moth by Ray Sweet that appeared in the Summer 1980 issue of DIRTY PLASTIC. See the SAFO Abstract section for subscription information to this excellent magazine.

Spanish Republican Navy DH-60CIII Trainer

pilot. He participated in many races and competitions, setting various records. On the eve of the Spanish Civil War he obtained his Spanish Civil Transport Pilot rating and was made a pilot for LAPE (Lineas Aereas Postales Espanoles: The Spanish Postal Air Line run by the government). During the Civil War he was mobilized in the Republican Air Force and made foreign flights for it. He and his wife escaped to England following the collapse of the Republic in 1939 and he obtained his Civil Air Transport rating there before the outbreak of World War II. He then flew for the Ministry of Supply before joining the Royal Air Force, rising to the rank of Squadron Leader. He was the personal pilot of Winston Churchill when the latter flew to the Yalta Conference to meet Franklin Roosevelt and Joseph Stalin in February 1945. He and Mari Pepa had twins and their godfather was Sir Stafford Cripps, British Minister of Air.

Mari Pepa COLOMER Luque and Dolores VIVES Rodon still live, and they are members of the Asociacion de Aviadores de la Republica (ADAR: Association of Republican Aviators), which has its headquarters in Barcelona.

Sources:

1. Maluquer Wahl, Juan J., La Aviacion de Cataluna en los primeros meses de la Guerra Civil, Editorial San Martin, Madrid, 1980. (Originally published in Catalan as L'Aviacion de Catalunya els Primers Mesos de la Guerra Civil, Barcelona, 1978.)
2. ADAR, Alas Gloriosas, Boletines Informativos, #21-22, May-August 1982, and #33-34, May-August 1984, Barcelona.
3. Canudas, Josep, Historia de L'Aviacion Catalana; (1898-1936), Editions de la Magrana, Barcelona, 1983. (Many excellent photos of Carreras, Vives, and Colomer; text in Catalan.)

Acknowledgments:

1. Photos courtesy of Angelo Emiliani, Faenza, Italy.
2. Information, documents, and clippings about Raimunda Elias Marca thanks to Mrs. R. Soriano, London, England.

Thomas Sarbaugh (SAFCH #497), #21 Live Oak Road, Berkeley, CA 94705

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IN SPANISH SKIES

NEI CIELI DI SPAGNA, 1936-39, Immagini e Documenti delle Forze Aeree in Guerra, (In the Sky of Spain, 1936-39, Images and Documents of the Aerial Forces in the War), by Angelo Emiliani and Giuseppe F. Ghergo, Giorgio Apostolo Editore, Via Ampere, 49, 20131 Milano, ITALY. 174 pages, 250+ black & white photos, 8 color profiles/planviews, maps, tables, etc. 42,000 Lire (about US \$36) plus 3,800 Lire surface mail for a total of 45,800 Lire.

If you're are an aficionado of either the Republican Air Force, the Nationalist Air Force, the Aviazione Legionaria, the Legion Condor, the "International" Malraux Squadron, or all of the above, this book is a must for you. Without ignoring the very interesting text which includes, among other things, a list of members with Malraux's Escuadrilla Espana serving on 10 September 1936 (including the name of machine-gunner Piekar, who was also the bodyguard of future Israeli Prime Minister David Ben Gurion), lists of aircraft sent to the various belligerents, the organization of Republican Anti-Aircraft units, a partial list of Fiat CR-32's lost by the Aviazione Legionaria, color drawings of eight aircraft (2 CR-32, S.79, S.81, Do 17F, BF 109E, SB-2, I-15), and detailed captions (in Italian), the real reason to get this volume is the 100+ previously unpublished photos.

Here is a description of some of the more fascinating photos: The legendary Catalan women, Mari Pepa Colomer and Dolores Vives Rodon, who served with the Republican Air Forces (page 35). Polish PWS-10 '4-17' used by the Nationalists briefly as a fighter and then as a trainer (page 46). Savoia S.81 '21-43' named "Soso" (dolt) of 213 Squadron XXIV Gr. of the Aviazione Legionaria in a two-color mottle with a Fasces and profile of Mussolini on the fuselage (page 61). One of the color profiles shows a sister ship, '21-44' "Capo be", from the same unit with a different profile of Mussolini. Republican night-fighter pilot Jose Falco besides an I-15 'CA-058' with a white "58" on the rudder (page 99). This might be the same aircraft earlier flown by American "Ace" Frank Tinker although, while flying with the Lacalle Squadron, Tinker's I-15 had the

white "58" painted only on both sides of the cockpit. (It must be remembered that until the First Battle of Belchite in August-September 1937, Republican aircraft numbers were not standardized and different aircraft, especially fighters, often carried the same numbers.) The Devil insignia of the 101 Sq. of Gr. X as carried on a few Fiat CR-32's of the Aviazione Legionaria (page 102). The only Romeo Ro-37bis '12-43' that was converted to a single-place aircraft by fairing over the rear cockpit (page 108). S.79 '28-16' with a insignia of a man thumbing his nose (page 122). Romulo Negrin, son of the last Republican Prime Minister, with his I-15 carrying the early and rare CC code 'CC-011' (page 124). The CC stood for Soviet Samyot (Soviet Fighter) in the Russian alphabet. When the Spanish Casa Aeronautica began building I-15's under license, the code was changed to the more familiar CA. Yellow lightning bolt on the fuselage of a CR-32 flown by Cap. Ferruccio Voisilla of the Sq. Aut. Mitragliamento Frece (page 127). Nationalist trainers Ar 66C '36-2' and Go 145 '38-17' at Gallur (page 129). Messerschmitt Bf 109 '6-40' flown by Cap. Siebelt Reents (one victory in Spain) with 3 victory bars on the fin and the last insignia used by 1J/88, the Holzauge (one-eyed cleric) (page 141). A color drawing shows Messerschmitt Bf 109 '6-119' of 1J/88 also flown by Reents. Polikarpov I-16 'CM-001' very patched and war weary (page 148).

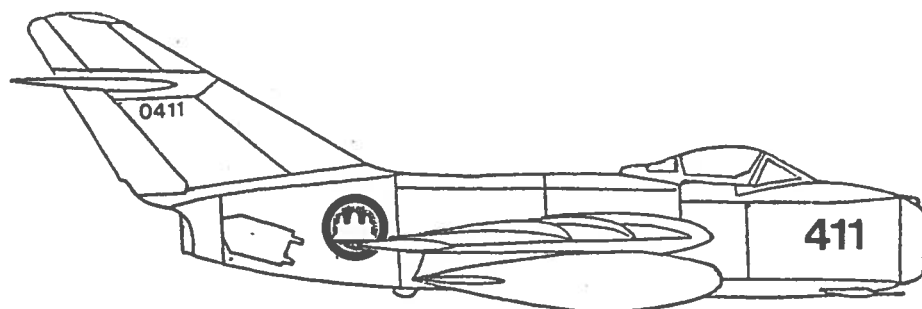
Besides the color drawings mentioned above, the drawings CR-32 '3-7' flown by Mag. Mario Rossi of the 31a Sq., VI Gr. Gamba di Ferro (Iron Leg - named after Ernesto Botto's artificial leg), and Polikarpov I-15 'CA-030' flown by Ten. Francisco Vinals Guarro of the 2a (Penguins) Esc. of Gr. 26 in 1939 are the most interesting.

Obviously, there are too many unusual illustrations to mention in a short review, but every serious student of the Spanish Civil War will find new information both in the photos and the Italian text. This volume is a necessary addition to any library of the period.

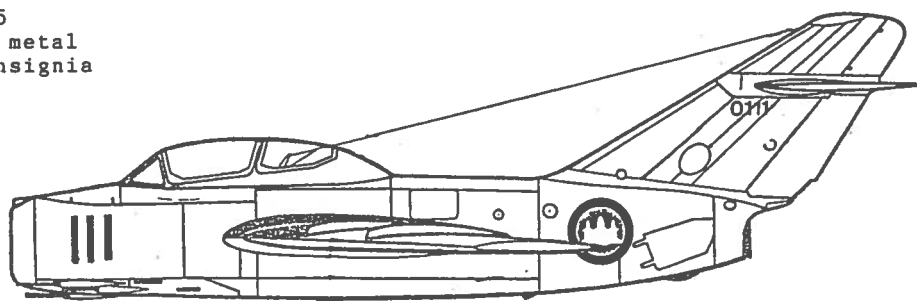
Tom Sarbaugh (SAFCH #497), #21 Live Oak Rd., Berkeley, CA 94705

MIG MANIA

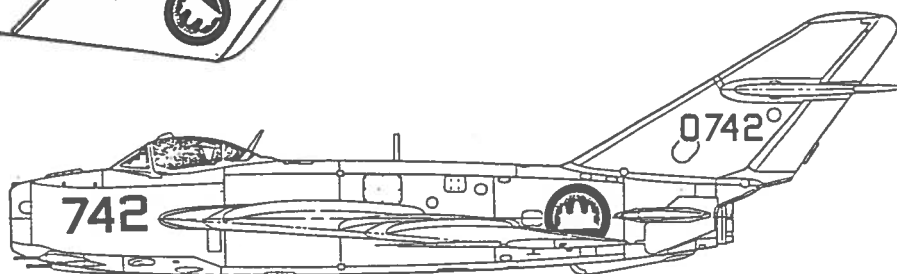
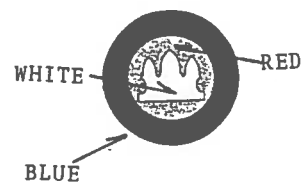
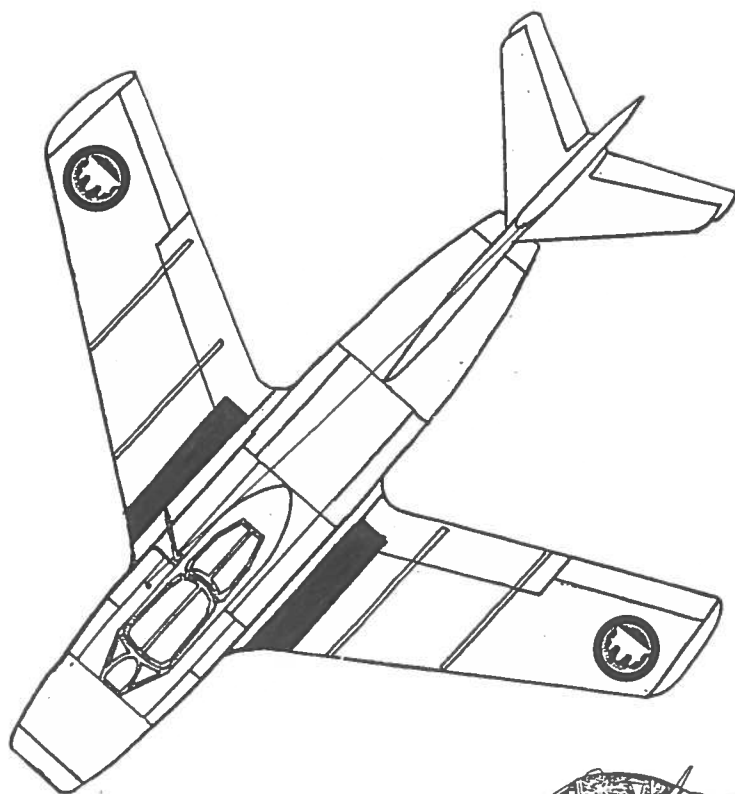
Part 6 – Kampuchea, North Korea, Laos, & Lybia



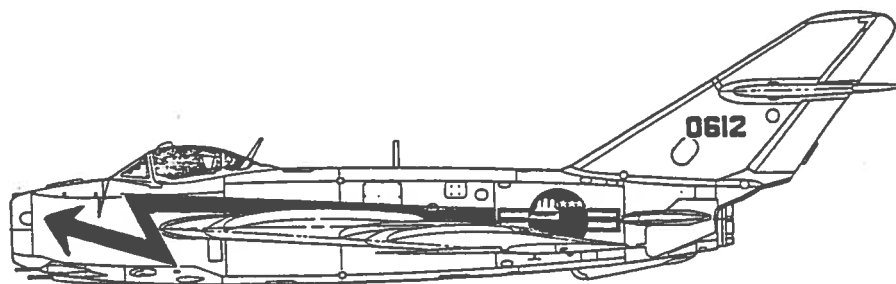
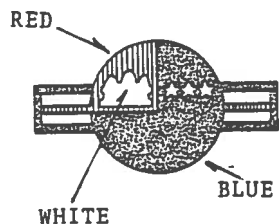
86. Cambodian Air Force, MiG-15 Fagot, 1960. Aircraft is bare metal overall with black serials. Insignia in six positions.



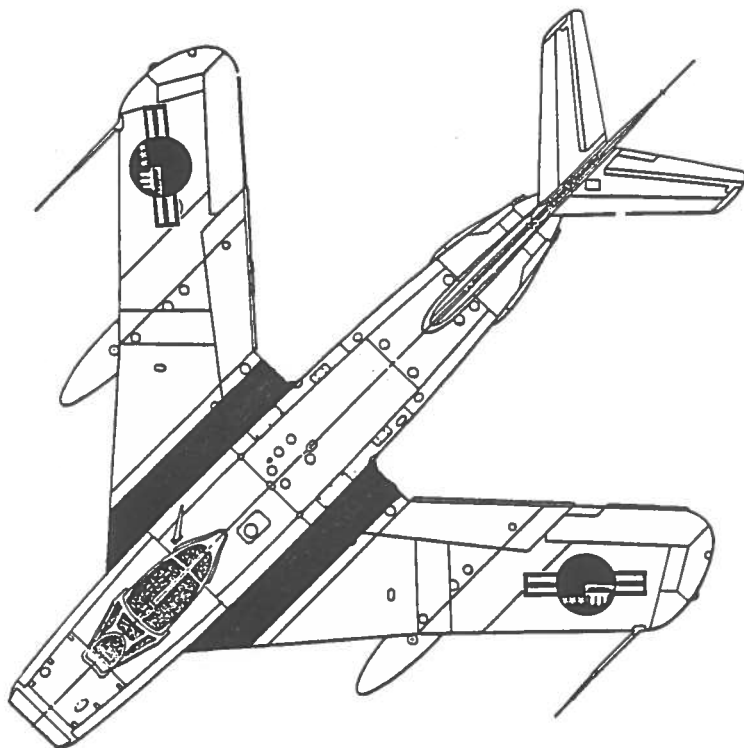
87. Cambodian Air Force, MiG-15UTI Midget, 1968. Aircraft is light grey overall with dark blue serials and insignia in six positions. Wing walk areas are black.



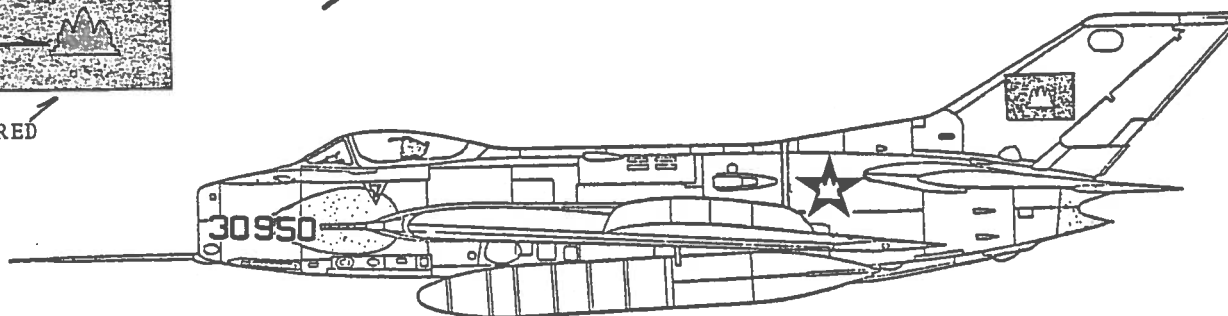
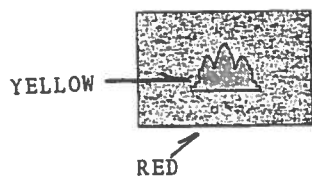
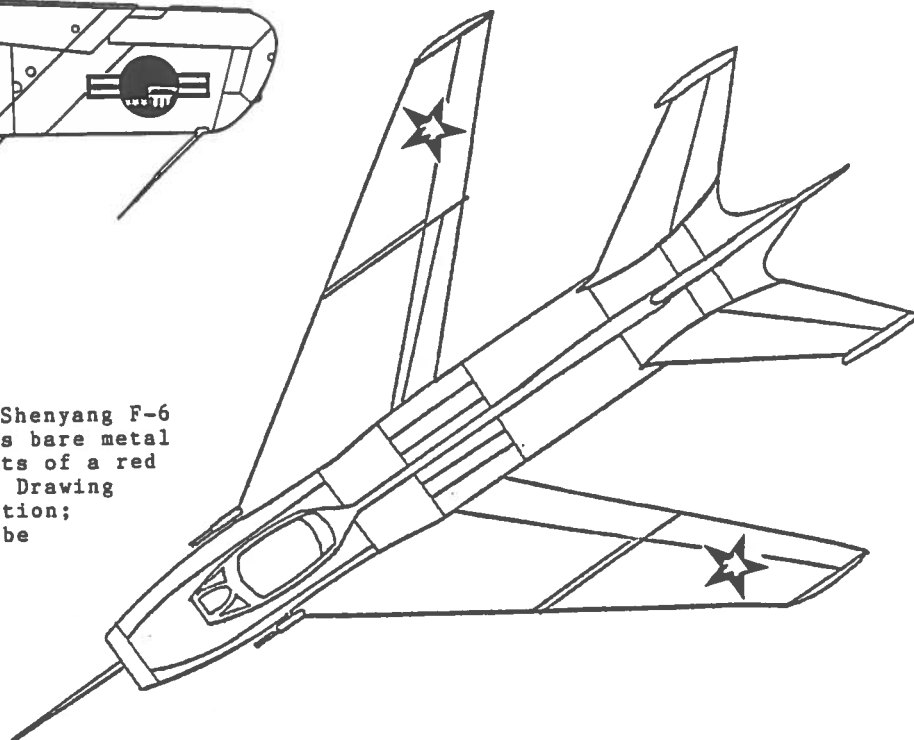
88. Cambodian Air Force, MiG-17F Fresco C, 1968. Aircraft is light grey overall with dark blue serials. Insignia in six position. Wing walk areas are black.



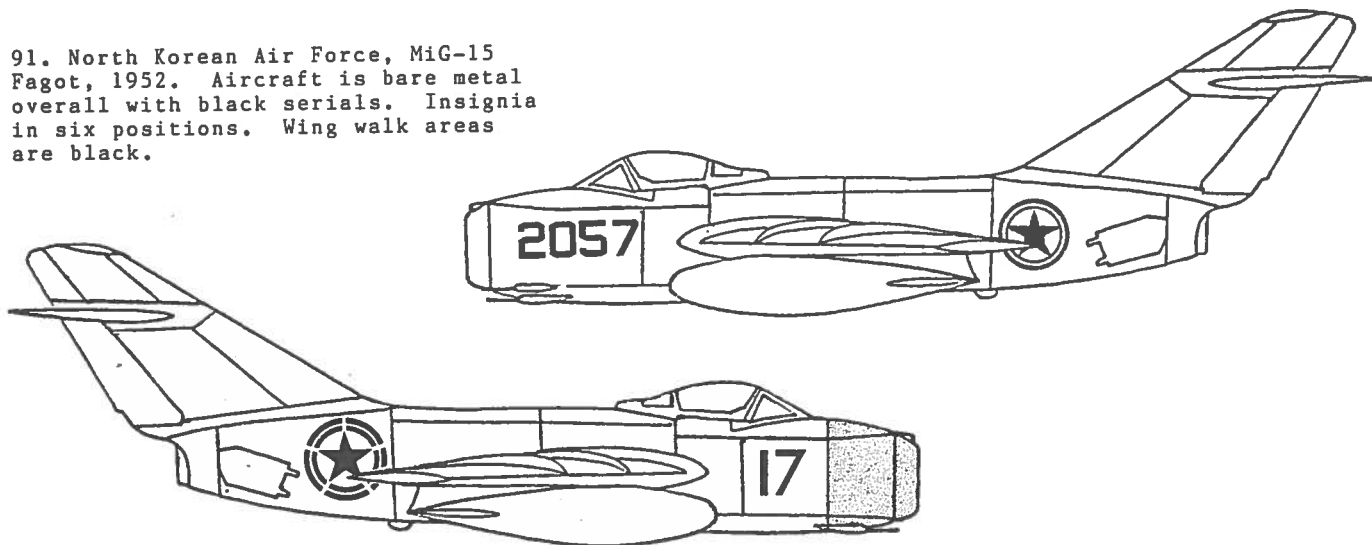
89. Cambodian Air Force, MiG-17F Fresco C, 1971. Aircraft is light grey overall with red arrow and dark blue serials. Insignia in six positions. Wing areas are black.



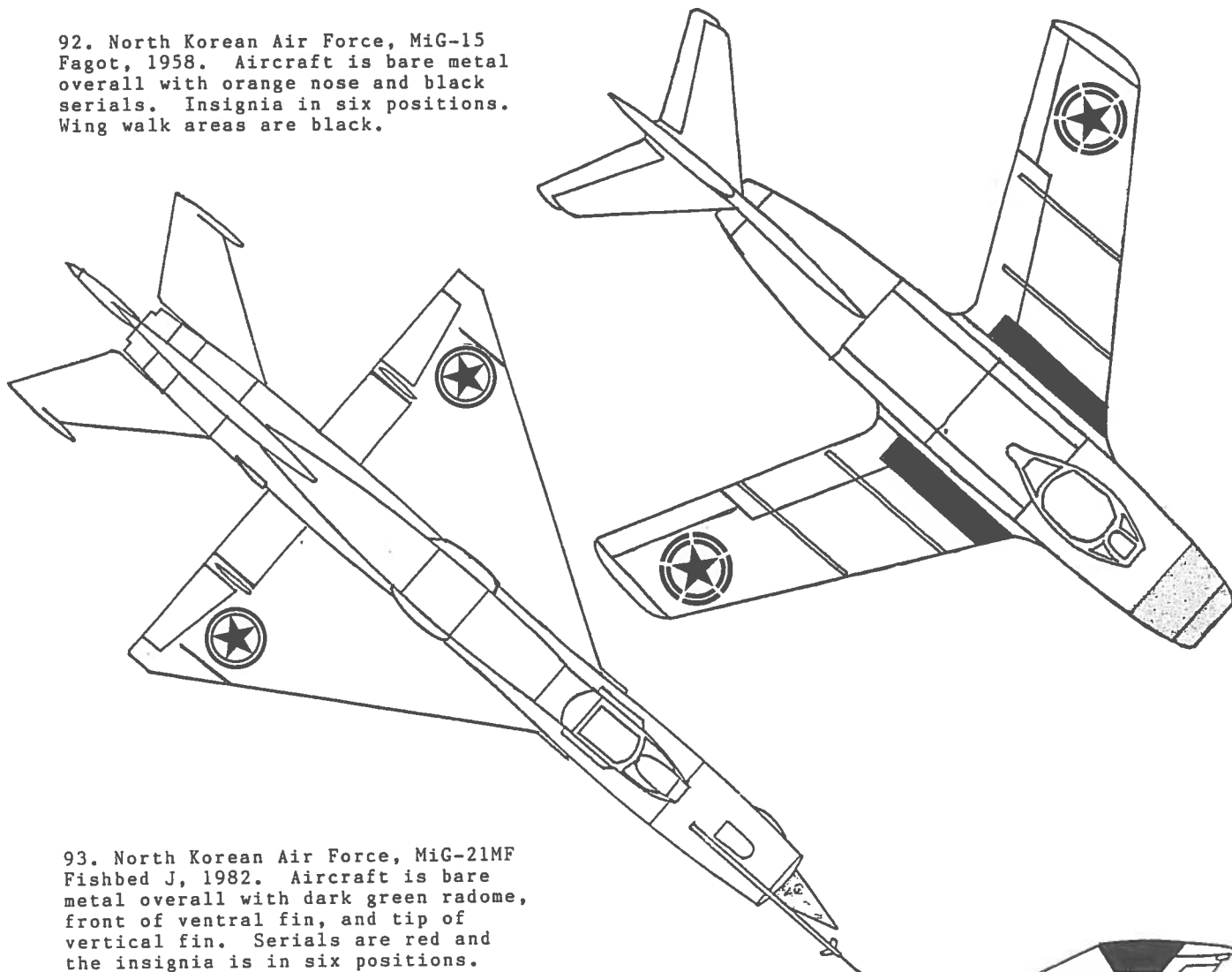
90. Kampuchea Air Force, Shenyang F-6 Farmer, 1976. Aircraft is bare metal overall. Insignia consists of a red star with yellow temple. Drawing based on a verbal description; additional details would be appreciated.



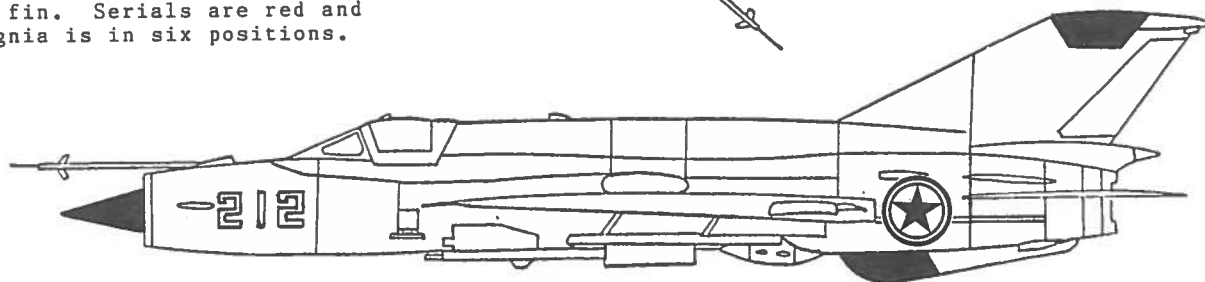
91. North Korean Air Force, MiG-15 Fagot, 1952. Aircraft is bare metal overall with black serials. Insignia in six positions. Wing walk areas are black.



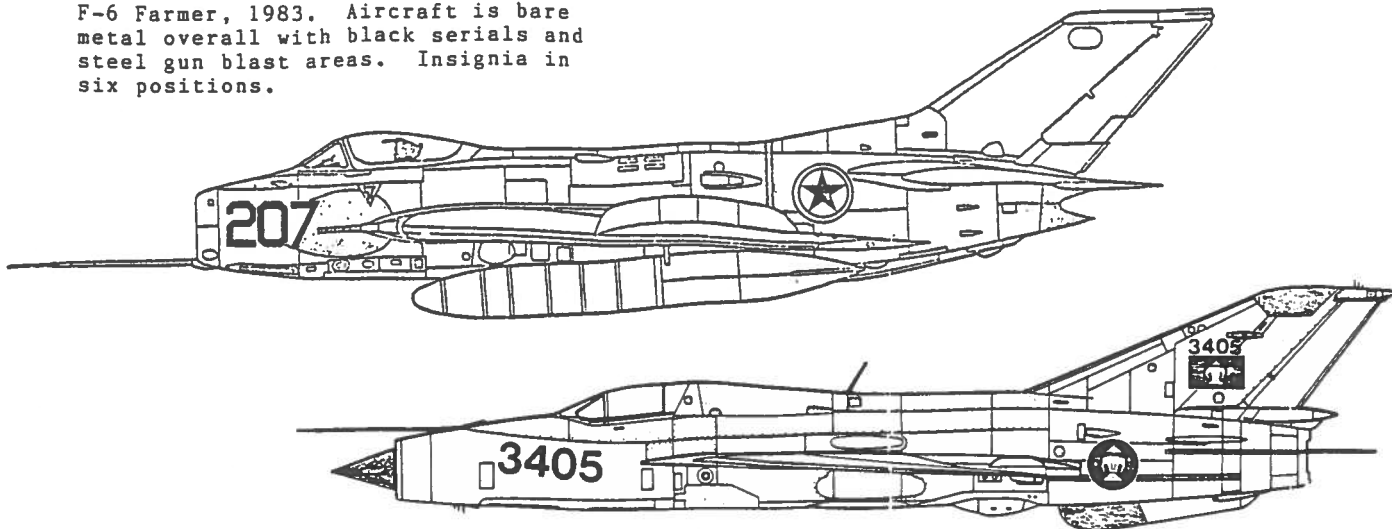
92. North Korean Air Force, MiG-15 Fagot, 1958. Aircraft is bare metal overall with orange nose and black serials. Insignia in six positions. Wing walk areas are black.



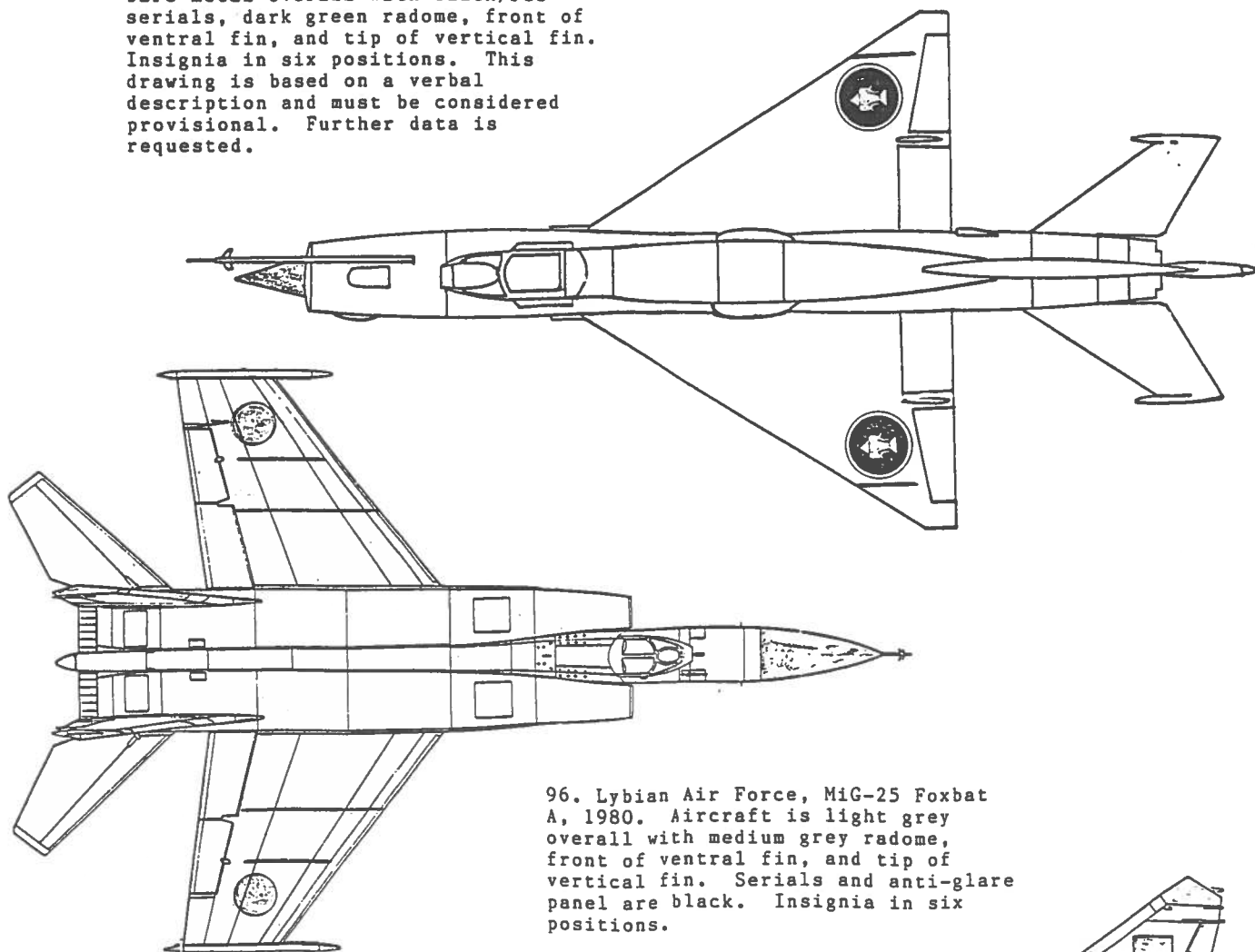
93. North Korean Air Force, MiG-21MF Fishbed J, 1982. Aircraft is bare metal overall with dark green radome, front of ventral fin, and tip of vertical fin. Serials are red and the insignia is in six positions.



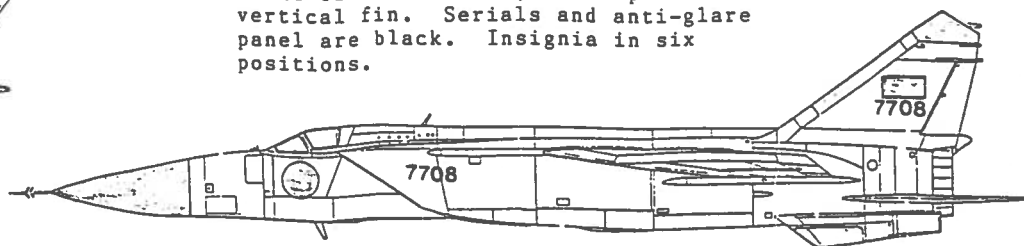
94. North Korean Air Force, Shenyang F-6 Farmer, 1983. Aircraft is bare metal overall with black serials and steel gun blast areas. Insignia in six positions.



95. Laos Peoples Army Air Force, MiG-21FM Fishbed F, 1980. Aircraft is bare metal overall with black/red serials, dark green radome, front of ventral fin, and tip of vertical fin. Insignia in six positions. This drawing is based on a verbal description and must be considered provisional. Further data is requested.



96. Libyan Air Force, MiG-25 Foxbat A, 1980. Aircraft is light grey overall with medium grey radome, front of ventral fin, and tip of vertical fin. Serials and anti-glare panel are black. Insignia in six positions.



SWEPT-WING F-84s

AEROFAX MINIGRAPH 15: REPUBLIC F-84 (Swept-Wing Variants), by Keaveney. Aerofax Inc., PO Box 120127, Arlington, TX 76012. 48 pages 8.5 inch by 11 inch, soft cover, \$6.95.

If you're thinking of getting this Minigraph for its content on small-air-force (R)F-84F's, don't. Get it for its superb coverage of the all the sweptwing Thunderjets, and you'll get the small-air-force information as a bonus.

Minigraph follows the now familiar format of the series. It starts out with an intelligently-written history of the development of the F-84F and RF-84F followed by short sections on Operation History, ANG Service, Foreign Service, Construction and Systems, Armament, and Powerplant. This is followed by tables on Aircraft Assignment (including foreign assignments) and Serial and Block Numbers. Salted in with this text are 38 photos of F-84F prototypes (including the YF-96A which looks as if it could be modeled by adding wings and tail surfaces from an F-84F to a F-84G fuselage) and operational F-84F's in USAF markings. This takes us up to page 14 of a 48 pages book. Then the fun really begins. The next 34 pages contain photos, photos, and more photos. First, there are 19 photos of the prototype YRF-84F and operational F-84F in USAF markings. Then, 10 photos of the YF-84F and RF-84FK aircraft flown from a trapeze hung on a GRB-36F. (These would be easy conversions to model; add a nose hook and tail anhedral to a F-84F and a retractable nose hook and tail anhedral to a RF-84F.) Next are 4 photos of the XF-84H turbo-prop version (This could be a challenging but difficult conversion since it appears that the fuselage of an RF-84G would need considerable modifications. A further 8 photos cover various versions including the YF-84J, a F-84F with a liquid-fueled rocket in the ventral fairing that normally housed the drag chute, several F-84F with experimental thrust reverser, and the RF-84F fitted with wingtip towing gear for mating to a B-36. All these appear to be simple conversions. Finally, there are 2 artist renderings of a twin-engine F-84 and a VTOL Thunderjet.

Now we come to 2 pages with 16 photos of the (R)F-84F in foreign service including the air arms of Belgian, France, West Germany, Greece, Italy, the Netherlands, Turkey, Denmark, and Norway. The center-fold contains 8 color photos including one French gate guardian, Dutch aircraft in storage, and a Belgian F-84F modified to look like a F-102A and used as a decoy. The latter is a model I would definitely like to see on a contest table. The remaining 4 pages of the center fold are devoted to 10 side-view drawings including West German and Italian F-84F's and Chinese RF-84F. Of interest to the modeler are side view drawings of the RF-84K and XF-84H.

The remaining 19 pages of the book follow the Aerofax format that make their books so valuable for the modeler; included are numerous photos of cockpit interior, ejection seats, and close-ups of all the interior and exterior detail that gladdens the modeler's heart.

Aerofax's Minigraph on the (R)F-84F is another outstanding book that can be highly recommended. You won't find it listed in the SAFO Sales Service for I bought the review copy for myself.

Review copy kindly provided by Jay Miller of Aerofax.

AH-64 APACHE

"MINIGRAPH 18: McDONNELL DOUGLAS (HUGHES) AH-64 APACHE. Written by Lyle Monson and Kenneth Peoples, this is the most comprehensive history and study yet published describing the world's most advanced attack helicopter. A complete history of the design, development, flight test, and initial operational service career of the AH-64 is provided, along with an excellent selection of photographs and drawings. Almost all of the detail photographs have been taken specially for this publication. Coverage includes the cockpit, landing gear, powerplants, and all other physical elements. Contains over 20,000 words of text, 150 photos (including 4 pages of color), an eight-page fold-out, and detailed multi-view drawings and color scheme information. 8-1/2" x 11", softcover, 48 pages, \$6.95." Review copy kindly provided by Aerofax.

WEAPONS & WARFARE MONOGRAPHS

"Thought I'd better write and let you know that WEAPONS AND WARFARE MONTHLY has bit the dust. It was simply unprofitable and my trying to produce any sort of magazine is pretty much a wasted effort - simply can't compete with the 'big boys'. especially in the general military history field. The thrust of my efforts from now on will be publishing booklets and reprinting archival material as I have been lately (and selling some other publisher's titles). I've enclosed a copy of my 1987 Master Catalog for your information. If you want to offer any of my publications for sale to your members, I can provide to the SAFCH any of my Monographs or Archives series at a substantial discount."

Ray Merriam (SAFCH #187), 218 Beech St., Bennington, VT 05201

(Editor's note: Ray's MASTER CATALOG for 1987 contains 39 pages of listing and costs \$5.00. This catalog not only contains a lot of interesting reprints available nowhere else, it also contains a lot of standard books at a small but attractive discount, e.g. Detail & Scale series for \$6.36 (\$7.95 list) and Aeroguides at \$6.60 (\$6.96 list). Ray's own publication (Monographs series) that might be of interest to SAFCH members are: "Messerschmitts Over Spain" \$2.50, "Avia S-92/CS-92" \$2.00, and "Yakovlev Yak-4 BB-22" \$1.50. Reprints of interest (Archives series) are too numerous to mention, but prices are based on \$0.15 per photocopy page. I suggest you send Ray \$5.00 for a copy of his Catalog and watch the SAFCH Sales Service for occasional items.)

WEAPONS & WARFARE MONOGRAPHS #42. YAKOVLEV YAK-4 BB-22, Paul Roland. 12 pages, \$1.50.

The main attraction of this little booklet is the 4 pages devoted to a reprint of 1/50-scale drawings from MODELLIST KONSTRUKTOR with a translation of the Russian text. Also included are a reprint of a 3-view drawing by B.C.F. Klein and another from a book written by Yakovlev. If you've seen the scale drawings in MODELLIST KONSTRUKTOR, then you know how great these plans are and you will not have to be encouraged to buy this inexpensive booklet. It's a lot easier to obtain than the Russian magazine, the text is in English, and its cheaper too.

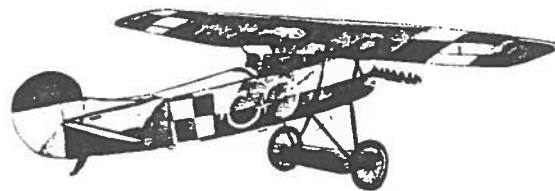
Fokker D.VIII

FOKKER E.V (D.VIII), 1/72-scale injection-molded kit, £ 3.95. Merlin Models, PO Box 5, Wincanton, Somerset, BA9 9YJ, ENGLAND

I've been waiting a long time for a kit of the Fokker E.V so I could build one as the aircraft in which Lt. Stec shot down a Ukrainian Nieuport to obtain the first fighter victory of the Polish Air Force. I guess I wasn't the only one, for now we not only have an injection-molded kit of the E.V, but it includes decals for Lt. Stec's aircraft.

This new kit from Merlin avoids most of the problems we have come to associate with low-pressure injection-molded kits. The trailing edge of the wing is razor sharp (appropriate for a aircraft called the "Flying Razor"); the vertical and horizontal tail surfaces are so thin you can almost see through them; the small parts are cast in white metal; and the decal sheet is well done and comprehensive.

The Merlin E.V consists of 9 parts molded in white plastic (including cockpit floor and instrument panel), 7 white-metal parts (engine, cowl, machine guns, seat, and wheels), two lengths of strut material, and decals for two

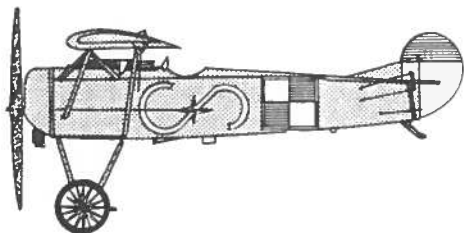


versions - Lt. Stec's aircraft at Lwow in 1919 and a German E.V. Although the fuselage is rather thick by ordinary standards, it is quite acceptable and the other plastic parts are excellent. The white metal parts will need a great deal of cleaning up, but it is a mystery why a metal propeller was not included since the plastic item is not good and will have to be replaced from the proverbial spare-parts box.

The instruction sheet is minimal but includes excellent 1/72-scale drawings of both aircraft featured on the decal sheet. The decal sheet is printed in perfect register with vivid dense colors.

With its overall dark green finish, Lt. Stec's E.V would be easy to paint and with its large wrap-around Polish checker-board insignia on the wing, red and white striped rudder, and handsome personal insignia it should make up into an attractive model. If you must do a lozenge pattern (not furnished on the decals sheet), the Polish Air Force did use several E.V's in this finish.

Review kit kindly provided by Merlin Models.

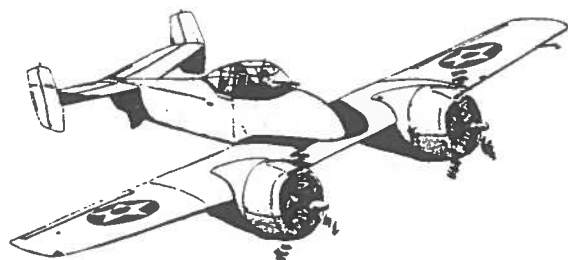


Grumman XF5F-1 Skyrocket

GRUMMAN XF5F-1 SKYROCKET, 1/72-scale injection-molded kit, £ 5.45. Merlin Models, PO Box 5, Wincanton, Somerset, BA9 9YJ, ENGLAND

When I admit that my favorite aircraft are the Brewster Buffalo and the Grumman Skyrocket, I am not only telling you not only a lot about my aesthetic sensibilities but also revealing my age. It was the release of a 1/72-scale kit of the Buffalo by Revell that got me back into scale modeling more years ago than I care to remember, and since then I've been waiting for someone to release a kit of the Skyrocket.

While Merlin's Skyrocket is not a small-air-force subject, I think it deserves a mention in the SAFO since Merlin has earned our respect for providing us with off-beat modeling subjects including many with small-air-force applications.



The Merlin kit of the Grumman XF5F-1 admirably catches the pugnacious pulchritude of this experimental twin-engined carrier-based fighter. The kit contains 21 parts molded in white plastic, a clear injection-molded canopy, 9 white-metal parts (engines, seat, main wheels, tail wheel, landing gear struts, arrester hook), and decals.

Unfortunately, the molding is not as good as for Merlin's Fokker E.V. All surfaces need a lot of file work to bring them down to a acceptable thickness, which is a shame because the kit does have excellent surface detail consisting of finely engraved panel line. This detail will have to be re-scribed after the parts are cleaned up. The canopy is sharply molded but slightly on the thick side.

Again the instruction sheet is minimal, but the 1/72-scale drawings are excellent. The decals are simple but well done. Finished in Navy grey and chrome yellow the Merlin Skyrocket will make an attractive model in any collection that includes between-the-wars aircraft.

Review kit kindly provided by Merlin Models.

SPANISH VACUFORMS & DECALS

"The following vacuform kits of aircraft that served in the Spanish Civil War are available from Spain:

"Hispano Aviokit: Cierva C-30 (900 ptas - about \$7.00), Breguet XIX with Elizalde engine (1450 ptas - about \$11.25), Grumman G-23 Delfin, CASA 212 Aviocar (three versions), Do-27, and HA 1112 Buchon all in 1/72 scale. In 1/48 scale they have a CASA 1131 Jungman.

"Vacukit: DC-2, He-111B, Tupolev SB-2 Katiushka, Polikarpov R-5 Rasante, Polikarpov R-Z Natacha, He-46 Pavas, He-60, He-70 Rayo, Breguet XIX, and Hs-123 Angelito all in 1/72 scale. In 1/48 scale they have the Ju-87A, He-51A, CR-32 Chirri, I-16, and Bf-109B.

"Both Vacukits and Aviokits are of high quality with the latter providing metal structs, props, wheels, etc., but the quality of molding of neither kit is as good as Rareplanes. Price information is from the December 1985 issue of MODELISMO & HISTORIA and may be out of date. You can get Aviokits from Hispascalas, Apartado 130, PARLA 28980 Madrid, SPAIN.

"There is even better new from Hispascalas. I received copies of their decal sheets covering the Civil War; two sheet cover 1/72-scale aircraft and the third is for 1/35-scale tanks and armor for both sides. The cost is 330 pesetas each (about \$2.48 with the peseta at 133/\$). I sent enough money to cover air mail postage so they cost me almost exactly \$3 apiece - the same as Microscale.

"A list of the markings on each sheet follows. Although I have a fairly extensive set of references on the Civil War, I have not been able to find sources for the insignia marked with an asterisk.

"Ref. E-2 Aviones Guerra Civil Espanola Bando Nacional. CR-32: White '3' and Bulldog for Grupos Autonomo Caza "Baleari"; black '3-24' for grupo XVI "Cucaracha" Aviacion Legionaria. Bf-109B: '6-15' of 1J/88 Legion Condor 1936. Bf-109E: '6-112' of 2J/88 Legion Condor 1939. Fiat G-50: '1-4' Esc. Experimental, Aviacion Legionaria 1939. He-112B: '5-59' Grupo 5-G-5 Aviacion Hispana 1939. He-70F: '14-3' Grupo Aviacion Hispana 1937. This sheet also includes squadron insignia, discs with and without crosses, and b&w stripes.

"Ref. E-3 Aviones Guerra Civil Espanola Caza FARE. I-15: White '15' in triangle, plus b&w 'CA-105'*. E. Mayor 26a Grupo. (Only the '15' is needed to make the aircraft of Leopoldo Morquillas Rubic, C.O. of the 26th Group.) White '038' Jefe 3a Esc. de Chato with white square for fin. (Rudder and fin insignia for aircraft of Juan Comas, C.O. of 3rd I-15 Sq.) I-16: White 'CM-193' and double-six dominoes Jefe 3a Esc. de Moscas. Moca flown by Jose Maria Bravo and Francisco Tarrazona, C.O. of 3rd I-16 Sq. Black 'CM-174' and oversized Betty Boop heads* of 2a (sic) Ecs. de Moscas 1937-39. (From la Moscas?) Dewoitine D-510 'CW-146'*. Dewoitine D-501 'CE-003'*. 71a Grupo. Polikarpov R-Z: White 'LN-146/ 36'*. 25a Grupo de Bombardeo Ligero. Black 'LN-077'*. 20a Grupo de Bombardeo Ligero. Polikarpov R-5: Black 'RR-001'*. 12a Grupo Mixto. Also included on this sheet are 5/16" white numbers 1 through 6 in cyrillic style (useful for SB-2); black block CA (Hispano I-16), CM (Hispano NiD-52), CF (Fokker D-XXI), and a double row of 3/16" black numbers 0 through 9. With this sheet

almost any I-15 or I-16 can be made, also some others, e.g. early I-15 and some I-152.

"Ref. A-10 Blindados Guerra Civil Espanola Ambos Bandos. Without going into detail, this sheet contains markings for the Pkz. Aus IB (one Legion Condor and one Nationalist), Panzer Command Tank (Nationalist), BA-6 (one Nationalist Navarrese Column and one Republican in Basque Country), L-3/35 (one CTV Italian), T-26B (one Nationalist Foreign Legion and one Republican), FT-17 (one Republican Madrid Front), FA-1 (one Republican 1936), BT-5 (one Republican), and Schneider C.A. (one Republican Militias at Toledo 1936). (Kits available in epoxie/metal from Raretanks of Zaragoza). This sheet is also useful to the builder of dioramas since it features political party slogans and graffiti such as the Anarchist FAI-CNT. black & red flags, the Socialist JSU, Communist hammers & sickles, the Republican UHP ("Proletarian Brothers, Unite"), as well as Nationalist skulls & crossbones and red/yellow/red tank flashes which can be used as flags, etc.

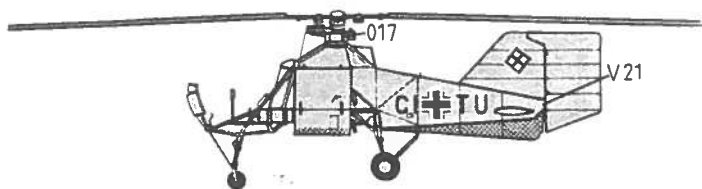
"More of these decals are apparently on the way. Let us hope." (Editor's note: If you order anything from Hispascalas, please mention the SAFCH. Perhaps the SAFO can be put on their mailing list so that I can keep you informed of their future releases).

Tom Sarbaugh (SAFCH #497), #21 Live Oak Rd., Berkeley, CA 94705

HUMA MODELL KITS

FLETTNER Fl-282, 1/72-scale injection-molded kit, DM 14.50. MESSERSCHMITT ME-209, 1/72-scale injection-molded kit, DM 14.50. Huma Modell, Kilian-stadter Str. 9, D-645 Hanau 6, WEST GERMANY.

Huma Modell are producing some of the most unusual injection-molded kits available and many of their releases have had strong small-air-force appeal; the FW-44 Steiglitz and Kl-35 come readily to mind. Their two latest kits, the Flettner Fl-282 and the Me-209, while lacking small-air-force connections, are quite unusual and deserve the attention of the SAFO reader. Besides making up into attractive models, their purchase by the SAFO readers will help assure Huma's continuing financial success and more more small-air-force subject in the future.



The Flettner Fl-282 helicopter was one of the few helicopters to see military service in WWII. Its diminutive size, mostly open framework, and 2-bladed intermeshing rotors make for an interesting model. The Huma kit consists of 45 parts molded in white plastic, with alternate parts for building either the B-0 or B-2 version. Both these versions had open cockpits so there is no need for any clear parts although the enterprising modeler may want to vacuform his own canopy for a B-1

(Continued on page 53)

HANSA-BRANDENBURG C-1

HANSA-BRANDENBURG C-1, 1/72-scale vacuform kit. Classic Plane, c/o D. Schorsch, Moellneys Nocken 6a, 4300 Essen 15, WEST GERMANY.

Among the new releases by Classic Plane are several with exciting small-air-force potential. Since the Hansa-Brandenburg C-1 can be finished in the markings of Austria-Hungary, Czechoslovakia, Red Hungary, and Poland, this kits deserves the attention of SAFO readers.

Consisting only of vacuformed plastic, strut material, and an instruction sheet, this kit probably should be classified as what is referred to in the industry as a "basic" or "no frills" (no metal parts or decals) vacuform kit. But, don't let that appellation fool you, this (and all other Classic Plane kits) are outstanding vacuformed kits.

The kit consists of 21 parts molded into a 23 cm by 11.5 cm sheet of thick white plastic and several lengths of extruded steamlined material - 2 for making the wing struts and a wider piece for the wheel axle. The parts are well molded with realistic wing rib detail, deeply incised control surface separations, and delicately engraved surface detail. The wings are molded as a single surface in the method preferred by most modelers (such as Ray Rimell of WIND SOCK) for with careful sanding and added underwing ribbing it allow construction of realistically-thin wings. The smaller parts are mostly useable; no need to raid the small-parts box except for wheels which for some strange reason are molded on one side for both

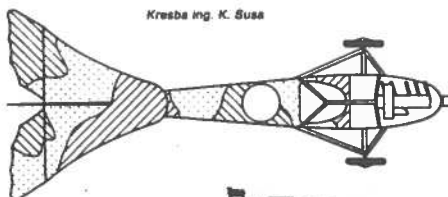
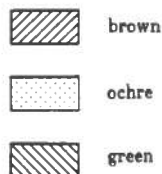
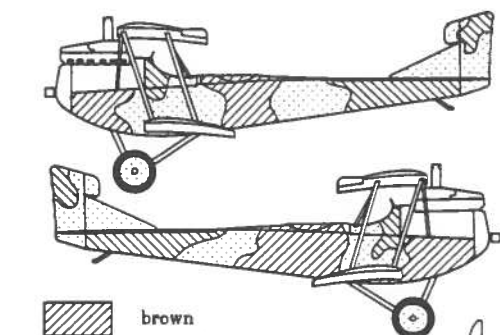
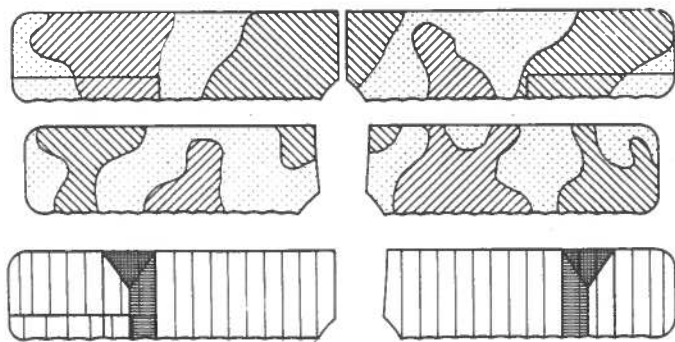
wheels (or both side of one wheel?) and gun ring. Included are a good looking engine with exhaust manifold, pilot and gunner seats, radiator, and propeller. Optional parts include a faired Schwarzlose machine-gun that can be mounted above the center section of the top wing to fire over the arc of the propeller, a gravity-feed fuel tank also for mounting above the cabane struts, and the "conning tower" fairing for the gunner that was fitted to one experimental aircraft.

The instruction sheet includes drawings showing the color schemes for two German machines and a history of the aircraft written in both German and English. There are no building instructions, but these will not be missed by the experienced builder of vacuform kits. What is missing is any indication of the true lengths of the struts. Not only the landing gear struts, but also the wing struts are mounted at such an angle that their true lengths can not be measured from either the front or side view drawings. This is a small thing, but calculating the true length is complicated and guessing at these lengths can result in a model that just doesn't look right.

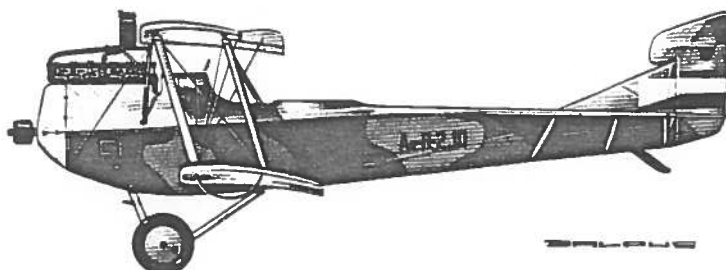
The Classic Plane Hansa-Brandenburg C-1 can be unreservedly recommended to all modelers interested in modeling aircraft used by the small air forces in the years immediately following WWI.

Review kit kindly provided by Detlef Schorsch of Classic Plane.

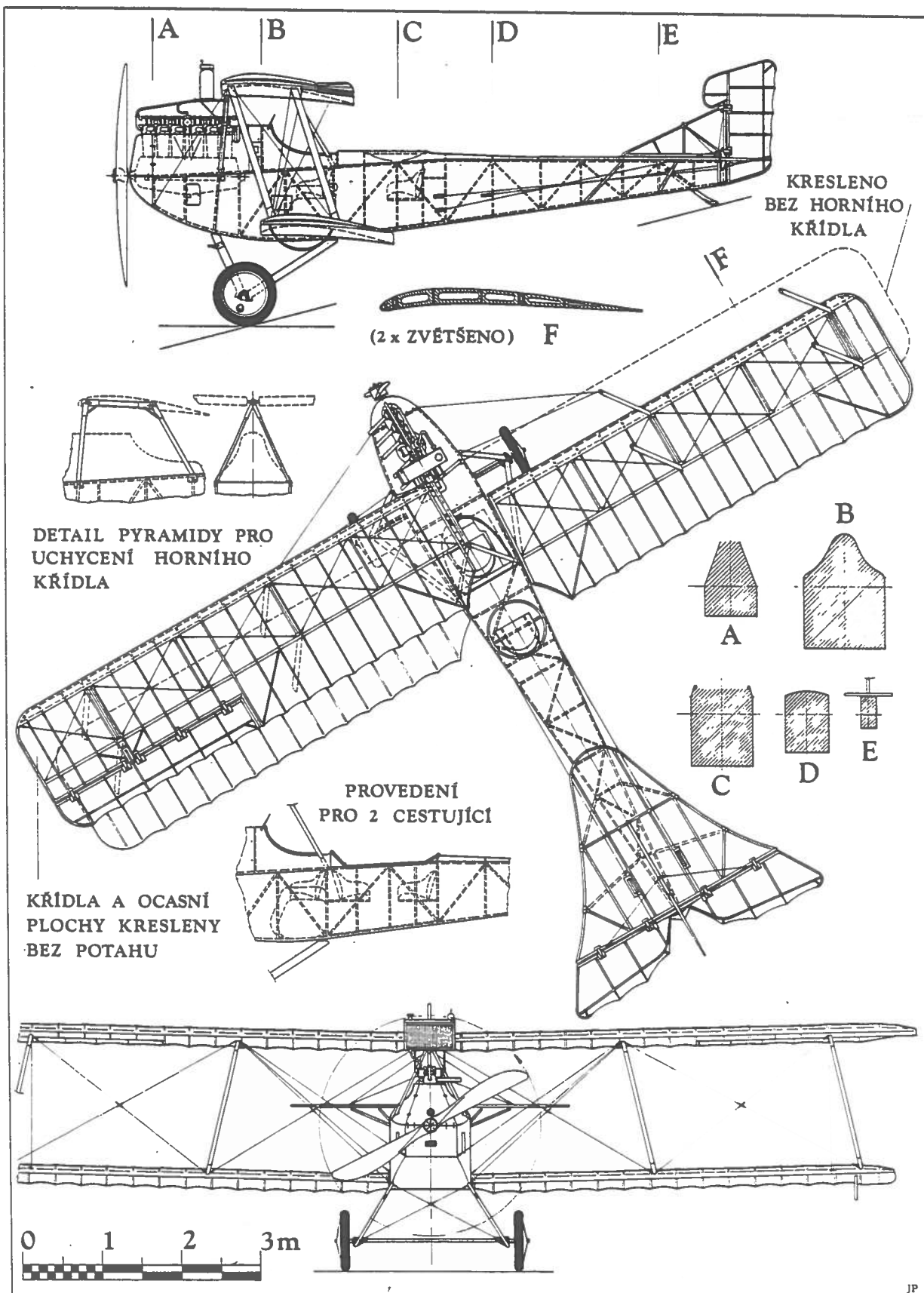
CZECHOSLOVAK AERO A-14



Kresba ing. K. Susa



With little modification, the Classic Plane 1/72-scale the Hansa-Brandenburg C-1 can be built as an Aero A-14. A three-part article on the Aero A-14 by Jan Krumbach appeared in LETECTVI & KOSMONAUTIKA #10-12 1986. Besides 21 photos, this series included six color side-view drawings by Miroslav Balous and a scale 3-view drawing by Jaromir Pipek. The scale drawing is reproduced here to 1/72 scale to facilitate modification of the Classic Plane kit. Also reproduced is one of Mr. Balous' color profiles depicting a Czechoslovak Air Force A-14 in three-tone camouflage and drawings by K. Susa (L+K #1 87) showing the camouflage pattern for this A-14. If you have a friend in Czechoslovakia, he might be able to send L+K to you. It costs 130 Kcs per year (26 issues) or about US \$54 based on the exchange price in the SAFCH SALES SERVICE.



Reprinted from LETECTVÍ + KOSMONAUTIKA #12 1986

NIEUPORT 11 "Bebe"

NIEUPORT XI "BEBE", 1/72-scale vacuform. Classic Plane, c/o D. Schorsch, Moellneys Nocken 6a, 4300 Essen 15, WEST GERMANY

Probably the most important WWI aircraft unavailable in 1/72 scale has been the Nieuport 11. This deficiency has now be corrected by Classic Plane who have released an excellent kit of this diminutive fighter that can be finished in many small-air-force markings including Belgium, Finland, Netherlands, Portugal, Rumania, Czechoslovakia, Italy, and Russia.

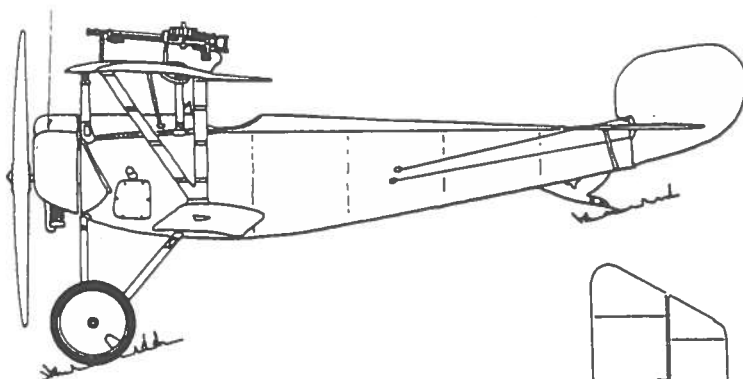
The Classic Plane kit consists of 15 parts molded on a 16 cm by 11 cm sheet of thick white plastic and 3 lengths of different-size extruded streamline strut material. The parts are well molded with realistic wing ribs and engraved surface detail. All flying surfaces are of single surfaces allow realistically thin wings and tail assembly. Of the small parts, the cowl, seat, propeller, and engine are

excellent, although most modelers will want to replace the engine with a metal one from Aeroclub. As with this company's Hansa-Brandenburg, there are only two wheel halves, so probably they meant it to be this way, but I still prefer to consult the spare-part box for the wheels. The instruction sheet contains a history of the aircraft, drawings of French and Italian aircraft, but no construction hints.

The Classic Plane Nieuport 11 can be unreservedly recommended to all modeler interested in modeling aircraft used by the small air forces in the years immediately following WWI.

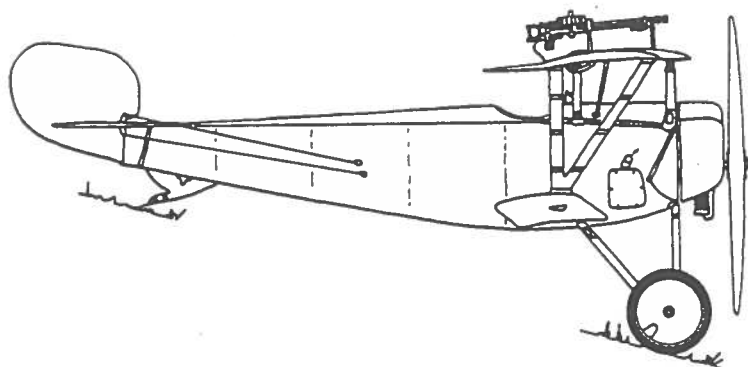
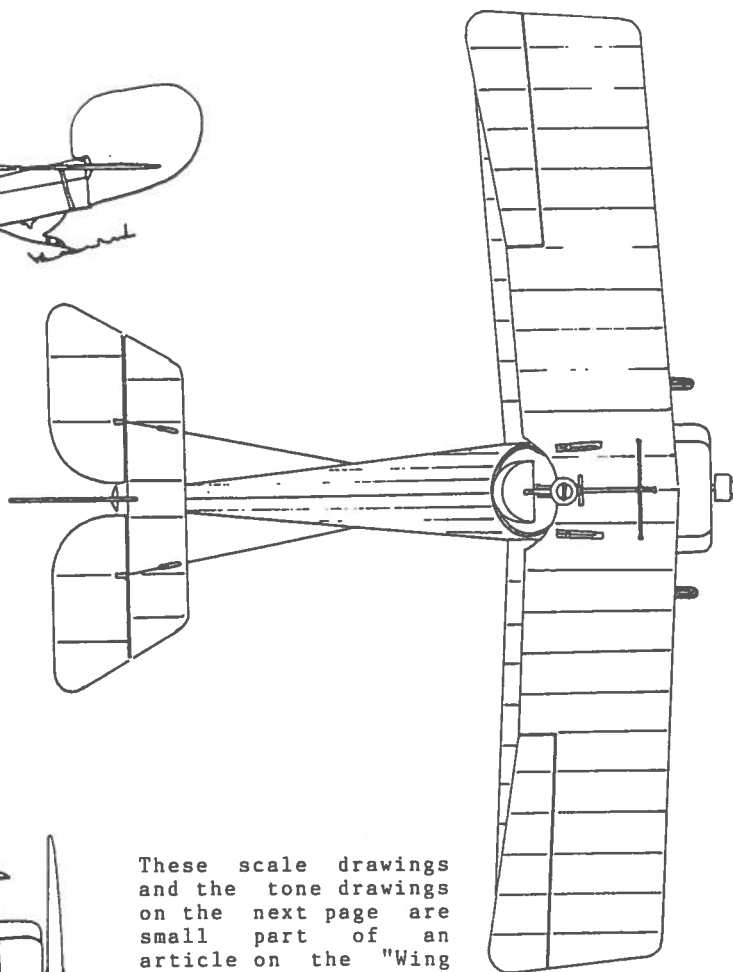
Other kits received from Classic Plane and scheduled for review in the next few issues of SAFO are the Hansa-Brandenburg D.1, Albatros D.1/D.11, DFW C.V, Curtiss JN-4C/D, and Martinsyde G.100/G.102 Elephant.

Review kit kindly provided by Detlef Schorsch of Classic Plane.



NIEUPORT 11.C1

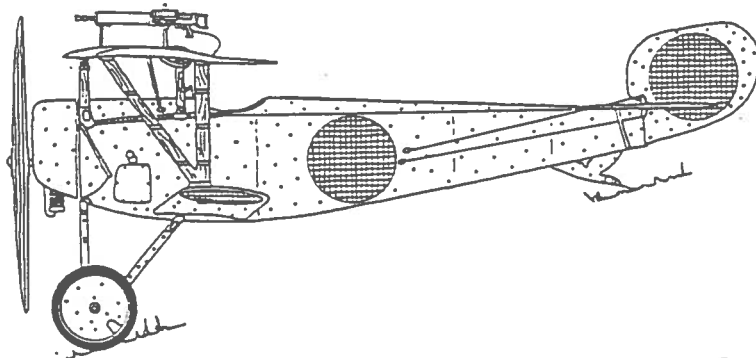
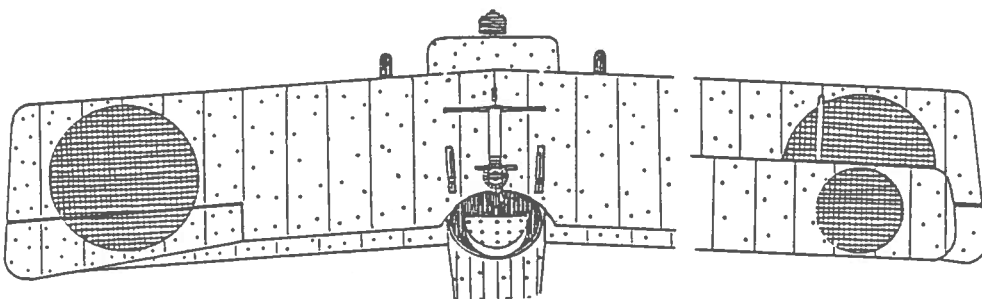
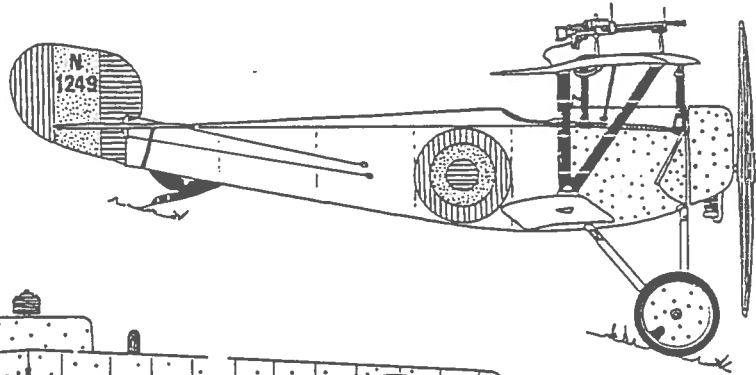
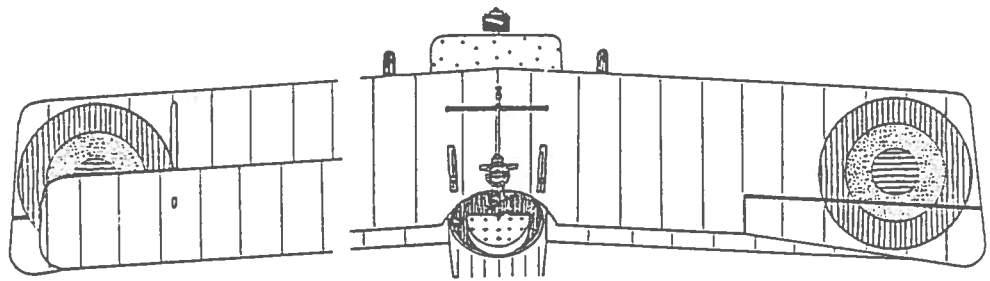
BEBE



These scale drawings and the tone drawings on the next page are small part of an article on the "Wing and a Half Nieuports" that appeared in the Winter 1986/87 issue of DIRTY PLASTIC. They are reproduced here with the kind permission of the artist, Ray Sweet, and the Arizona Historical Modelers Society (IPMS Phoenix). See the SAFO Abstract section for subscription information to this excellent magazine.

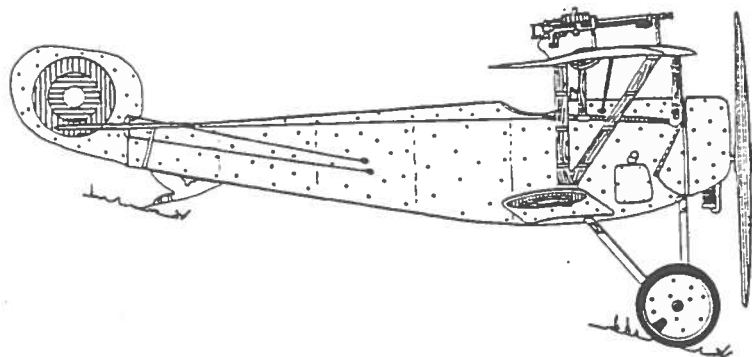
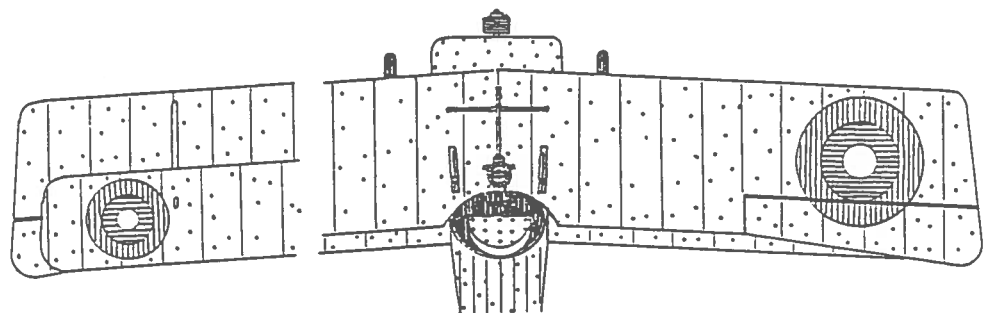
RUMANIA

1916









HOLLAND

1917



CZECHOSLOVAKIA

1920

-  RED
-  YELLOW
-  BLUE
-  ORANGE
-  SILVER
-  CLEAR DOPGO LINEN

TOP SCORING PILOTS IN LATIN AMERICAN CONFLICTS FROM 1931 TO THE PRESENT

Since the airplane began to be used in military operations, there have been four wars in Latin America in which the opportunity to score aerial victories has been possible. In none of these wars has a pilot achieved the status of "Ace", but some have come close to being heralded in their country as "Ace of Aces".

The following provisional listing of the known top scoring Latin American pilots is based on reports from various publications. Any corrections, additions, or comments would be welcome.

THE GRAN CHACO WAR, 1932-1935, Bolivia vs. Paraguay.
Maj. Rafael Pavon, Bolivian Air Force, 3 victories.

THE BAY OF PIGS INVASION, April 1961, Exile Cubans vs. Castro.
Capt. Alvaro Prendes, Fuerza Aerea Revolucionaria, 3 victories, Lockheed T-33 '711'.

2 Douglas B-26 Brdg 2506 17/4/61
1 Douglas B-26 Brdg 2506 19/4/61

THE SOCCER WAR, July 1971, Honduras vs. El Salvador
Capt. Fernando Soto, Honduran Air Force, 3 victories
Vought F4U-5 '609'.

1 NA F-51D Mustang 17/8/71
2 Vought FG-1D 17/7/71

THE FALKLANDS/MALVINAS CONFLICT, 1982, England vs. Argentina
Flt. Lt. David Morgan, RAF, No. 800 Sqdn, 4.5 victories (3 aerial + 1.5 ground).

1 SUD SA 330J Puma 601 Combat Aviation BN 23/5/82
1 Augusta A.109A " "
(1/2 ground victory) " "
1 SUD SA.330J Puma " "
(ground victory) " "
2 A-4P Skyhawk V Grupo (Air Force) 8/6/82

REFERENCES

1. AIR ACES, Shores, Presidio Press, Novato, CA, 1983, p.46.
 2. AIR WAR SOUTH ATLANTIC, Ethell and Price, Sidwick and Jackson, London, 1984, p.234-242.
 3. NORTH AMERICAN F-51 MUSTANGS IN LATIN AMERICAN AIR FORCE SERVICE, Dienst and Hagedorn, Aerofax, Arlington, TX, 1986, p.17-18.
 4. LATIN AMERICAN MILITARY AVIATION, Andrade, Midland Counties Publications, England, 1982.
- Santiago A. Flores (SAFCH #588), 569-47-9966, C co. 2/77th Armor, Fort Lewis, WA 98433

AIRCRAFT LOSSES DURING THE BAY OF PIGS INVASION UPDATE

Since publication of the article "Aircraft losses during the Bay of Pigs Invasion" in SAFO #34 (January 1985), the author has received some additional information in the form of a published by one of the pilots who fought with Castro during the invasion. This book, EN EL PUNTO ROJO DE MI KOLIMADOR, was written by Alvaro Prendes, the top scoring pilot of the FAR (Fuerza Aerea Revolucionaria). In the last part of this book, the author presents the following table of flight performed by FAR pilots between 17th and 20th April:

Pilot	17	18	19	20	Total
Alvaro Prendes	2	4	5	3	14
Rafael Del Pino	2	3	4	1	10
Alberto Fernandez	2	3	3	1	9
Gustavo Bourzac	3	2	2	1	8
Jaquet Lagas	2	1	3	2	8
Enrique Carreras	2	1	3	1	7
Douglas Rudd	1	4	2	-	7
Ernesto Guerrero	-	2	2	-	4
Luis Silva (1)	2	-	2	-	4
Carlos Ullos (2)	1	-	-	-	2
					1

VICTORIES BY CUBAN PILOTS

Capt. Alvaro Prendes (3) 3
Maj. Enrique Carreras 2
Lt. Rafael Del Pino (4) 2
Lt. Douglas Rudd 1
Lt. Alberto Fernandez 1

(1) Shot down on his second flight. Also lost were Sergeant Gunner Martin Torres, Mechanic Reinaldo Gonzales Martinez, and Navigator Alfredo Noa.

(2) Shot down on first flight.

(3) Prendes in his book claims the destruction of "Puma One" B-26 (Capt. Jose Crespo and Navigator Lorenzo Perez), but never mentions that the attempt of Douglas Rudd to give the "Coup de Grace" was stopped by USN A-4D Skyhawk piloted by Cdr. Jim Forgy of the carrier "Essex". This leaves Lt. Rudd's victory second claim unaccounted for.

(4) Most certainly includes the AT-11 forced down on 11 March 1961.

SOURCES AND REFERENCES

- (1) EN EL PUNTO ROJO DE MI KOLIMADOR, Prendes, Havana, Editorial de Arts y Literatura, La Habana, 1976. Chapter 13, p.113-117 & 191.
- (2) AMANECER EN GIRON, Del Pino, Havana, Editorial del Arts y Literatura, 1969.
- (3) OPERATION PUMA, THE AIR BATTLE OF THE BAY OF PIGS, Ferrer, Miami, 1975. p.177-191.

Santiago A. Flores (SAFCH #588), 569-47-9966, C co. 2/77th Armor, Fort Lewis, WA 98433

-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

"I've very much enjoyed the four issues (of SAFO) received but have hesitated to renew my subscription as the magazine did not appear to be providing the sort of information I was after. Being an aircraft modeller, my greatest problem is to establish authoritative colour schemes. As my interest is moving evermore into small air forces, I had hoped that SAFCH would run a regular feature devoted to colour and markings. I do not anticipate a large article each issue - just, say, half a page - describing e.g. a Chilean Mirage, Venezualean Buckeye; Peruvian Su-22; etc. This would prove invaluable to people such as me.

"Failing this it would be extremely useful if you could publish the name and address of one member from each country who might be willing to supply advice on local colour schemes. I'm still waiting to make my Honduran Super Mystere, but can't move until I get a reliable colour scheme. I therefore would find it most useful to be able to contact English speaking correspondents from small nations.

"My particular interest is the Mirages III, V, and F1; Mystere & Super Mystere; and A/T-37 - particularly in South American service.

"If you are able to run a Camouflage Corner, could you please assure that Federal Standard colours are quoted?"

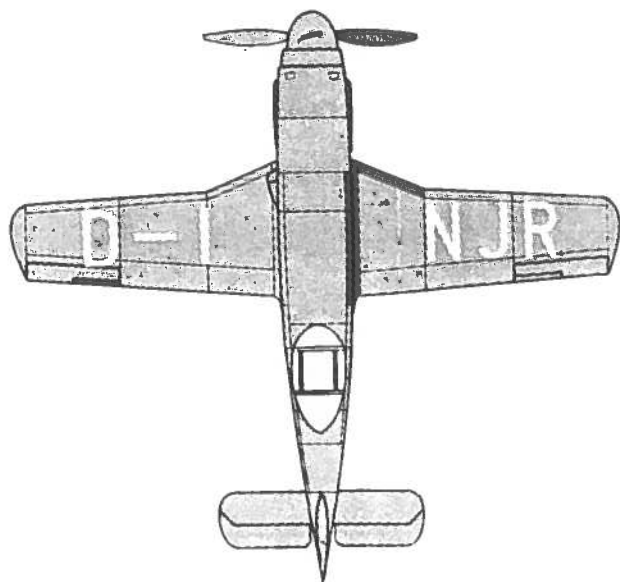
Brain Griffin (SAFCH #763), 12 Pill Rd., Hook, Haverfordwest, Dyfed, WALES

(Editor's comment: I couldn't sympathize with Brian more. My shelves are full of kits waiting for information on a particular color scheme (including a Super Mystere waiting for authoritative information on a Honduran aircraft). This kind of information is available in our articles (e.g. the Don Nieuport) and letters (e.g. the Gabonese Skyraider), but some way should be found to get particular questions answered for our readers. Publishing the names of someone in each country is probably not the way to go; many members have told me that reporting on aircraft colors in your own country (particularly modern aircraft) can be detrimental to your peace of mind (this includes countries in Western Europe). What is needed is something like Brain's other suggestion - a Camouflage Corner devoted to providing color schemes for the aircraft that the readers want. I am sure that for any aircraft you care to mention somebody out there knows a color scheme and is just dying to share the information. Let's try working it this way: If you have a scheme you been looking for, drop a letter to the SAFO. Each issue, I select one aircraft and put a request for information in the Camouflage Corner. Hopefully, one (or more) of you will respond with either a drawing or information (or both). I'll publish all unduplicated schemes in the next SAFO along with a request for a color scheme for another aircraft. I'll get the ball rolling with a request for information about Brian's Honduran Super Mystere.)

-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-

(Continued from page 47)

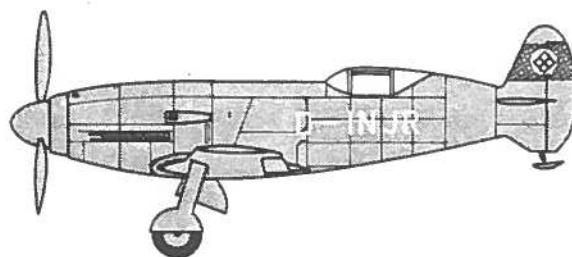
version. The open framework is neatly molded and not too oversize, so there is no need to cement plastic rod together. (I wish Huma would do a Bell 47!) All this open area require a lot of parts that are normally not visible, such as engine, gearboxes, etc. The kit is well molded with a minimum of flash. The instructions are outstandingly informative and the decal sheet is excellent.



The Messerschmitt Me-209 is another unusual subject for an injection-molded kit. The Huma kit includes alternate parts to build either the V1 (holder of the world's speed record of 755 km/hr from 1939 until the record was broken by a Grumman Bearcat at 776 km/hr in 1966) or the V4 fighter-prototype. There is enough difference between the two version that almost enough parts are furnish to build two models. Unfortunately, only one fuselage is provided, so anyone wanting to build both versions will either have to buy two kits (and throw a lot of parts into the spare-parts box), or he will have to vacuform a second fuselage.

The quality of the kit is of the high standard we have come to expect from Huma. There are 37 parts (including alternate wings, rudders, cowls, & spinners) molded in white plastic; a nicely molded clear canopy; an excellent decal sheet; and comprehensive instructions.

Other kits available from Huma include Messerschmitt M-35 (DM 7.95), Focke Wulf FW-44 Stieglitz (DM 12.95), Klemm K1 35 (DM 12.95), and DFS 230 (DM 18.50). Kits are available directly from Huma. For airmail to US add DM 4 for one kit, DM 6 for 3 kits, and DM 8 for 5 kits.



Both review kit kindly provided by Huma Modell.

KUWAIT AIR FORCE HUNTERS

Following a 1962 border dispute with Iraq, the small Kuwait Air Force, whose only combat equipment at that time consisted of half a dozen armed Jet Provost trainers, ordered six Hawker Hunters, the contract being signed on 21 February 1963. The aircraft were refurbished, Belgian-built F.6 fighters which had recently been withdrawn from Belgian service and sold back to Hawker. Four were brought up to FGA.9 standard as FGA.57 fighter/ground attack aircraft, and two were fitted with a new forward fuselage to become T.67 trainers. Delivered between February 1965 and February 1966, they were joined by a further pair of single-seaters in late 1967 which were ex-RAF FGA.9's earlier converted from F.6's. Three more trainers followed in 1969, one ex-RAF FGA.9 and two Fokker-built, ex-Royal Netherlands Air Force F.6's.

In common with many Middle Eastern air forces, Kuwaiti aircraft were mostly flown and maintained by British and other foreign personnel as Kuwait lacked sufficient trained manpower of her own. Fourteen BAC Lightnings were acquired in 1968-69, but these proved to be overly complex for such a young air arm and the Hunters, along with a dozen Strikemasters, formed the main combat element of the KAF until the arrival of the Mirage F.1's and Douglas A-4 Skyhawks in 1976-78. The surviving Hunters and Lightnings then being placed in storage. Over the years in service, two or three Hunters had been lost to accidents, and in about 1978 two trainers were transferred to Oman.

The Kuwaiti Hunters were camouflage Dark Earth and Light Stone in the standard Hunter pattern, with Azure Blue undersurfaces. Roundels were carried in six positions, with the Kuwaiti flag on the fin. The upper wing roundels are approximately 48 in. (122 cm) diameter, fuselage and underwing roundels approximately 36 in. (97 cm), and the fin flash is 30 in. (76 cm) by 15 in. (38 cm). The serial, in Arabic numbers, is carried on the rear fuselage in 8 in. (20 cm) in either black

or white, and beneath the wings in 24 in. (61 cm) in black. Applied in standard RAF style, these latter numbers read from opposite directions. The very tip of the nose and the top of the fin are black. The upper half of the fuel tanks are Light Stone and the lower half Azure Blue. The finish is high gloss.

B-Class registrations were applied to aircraft as a temporary means of identification while undergoing tests in Britain and during their delivery flights. This registration consisted of the national prefix letter 'G' (for Great Britain), a one or two digit number peculiar to a particular manufacturer ('9' for Hawkers), and an individual aircraft number.

MODELLING THE KUWAITI HUNTERS

Fortunately, the Airfix FGA.9 includes decals for Kuwaiti Hunter '212', the first FGA.57. These markings can also be used on the Matchbox F.6/T.7 with the '211' easily made by cutting down the Arabic '2' to make a '1'. Note that Kuwaiti trainers have a 30-mm cannon fairing on each side of the nose, but the Matchbox kit has only one (on the starboard side), so either a second kit will be needed or a little scratchbuilding will be necessary.

REFERENCES

- Air Pictorial, Vol. 43, No. 5, May 1981; serials.
- Air International, Vol. 13, No. 1, July 1977.
- Scale Aircraft Modelling, Vol. 6, No. 5, February 1964; color photo of T.67.
- SUPER PROFILE: HAWKER HUNTER, M.J. Hardy. Haynes Publishing, 1985.
- HAWKER HUNTER - BIOGRAPHY OF A THOROUGH-BRED, Francis K. Mason, Patrick Stephens Ltd., 1981 & 1985; serials.

Paul Adams (SAFCH #773), 540 North Road, Kingsland-Morningside, Auckland 3, NEW ZEALAND

Model	Serial	Previous Identity	First Flight	Delivery Date	B-Class	Notes
T.67	210	IF-56		25/2/65	G-9-101	Belgian F.6 code 2
	211	IF-37		"	G-9-79	" w/o
FGA-57	212	IF-26		"	G-9-76	" code A
	213	IF-41		6/5/65	G-9-80	" code C
	214	IF-69		20/2/66	G-9-129	" code D
	215	IF-70		24/2/66	G-9-160	" code E
	216	XE550	23/2/56	12/67		RAF F.6/FGA.9 code F w/o 1971
	217	XE618	12/6/56	"		" code G
T.67	218	N-282		22/5/69	G-9-236	Dutch F.6 code Y
	219	N-257		"	G-9-266	" code X
	220	XE530	28/12/55	"	G-9-267	RAF F.6/FGA.9 code W

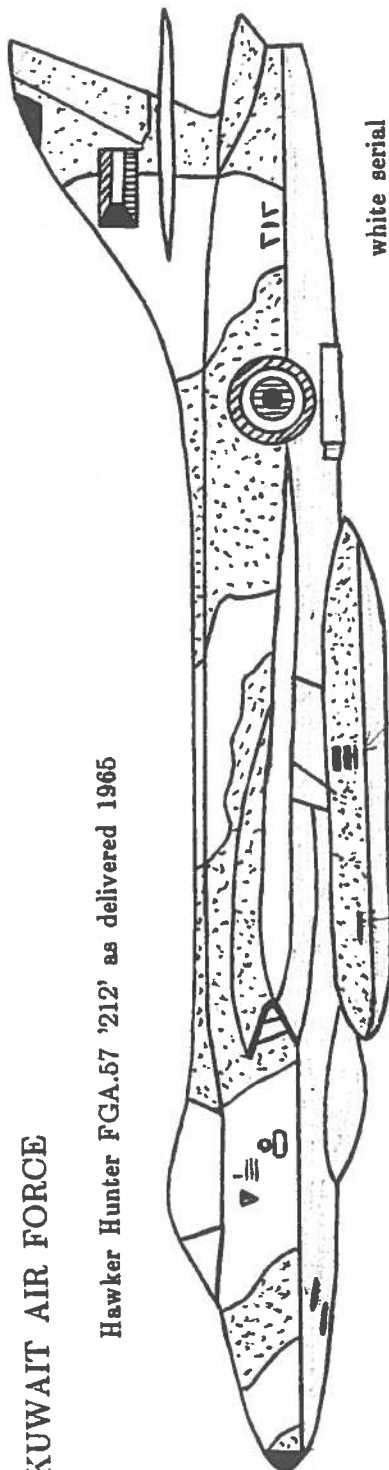
ARABIC NUMERALS

٠ ١ ٢ ٣ ٤ ٥ ٦ ٧ ٨ ٩

0 1 2 3 4 5 6 7 8 9

KUWAIT AIR FORCE

Hawker Hunter FGA.57 '212' as delivered 1965



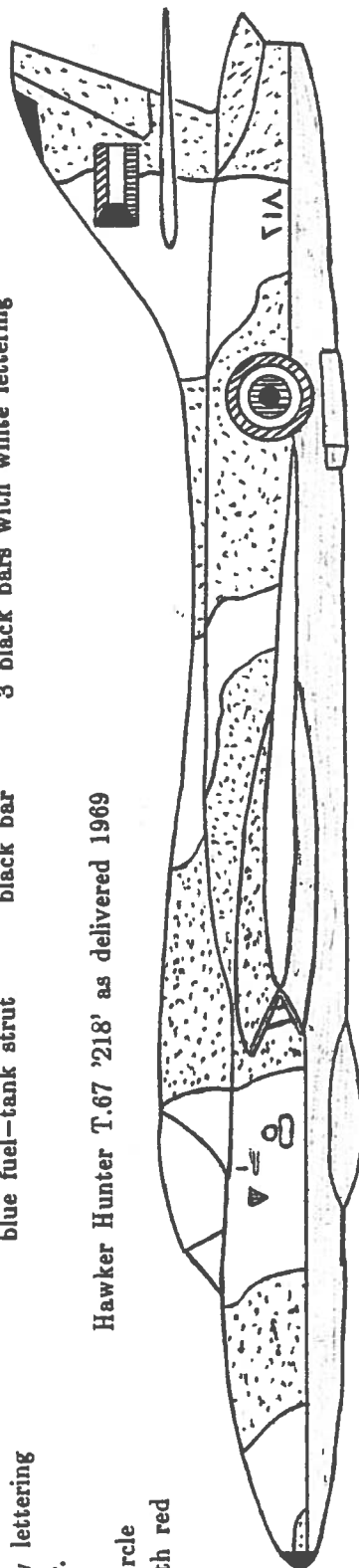
white serial

3 black bars with white lettering

black bar

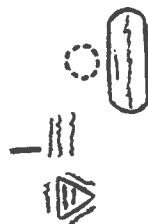
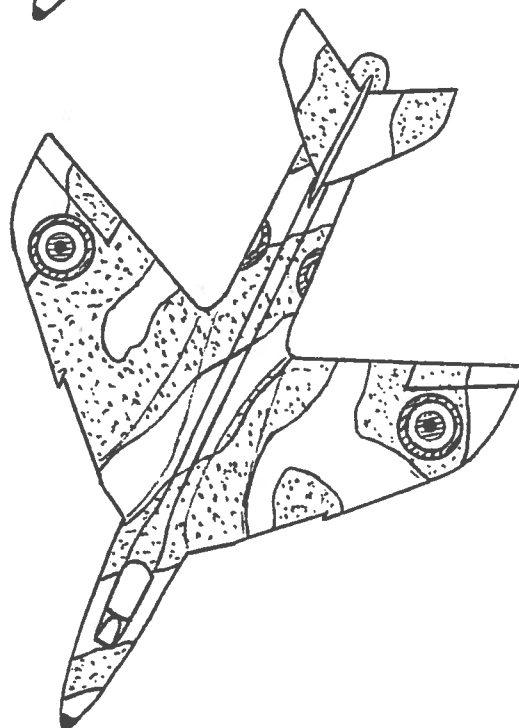
blue fuel-tank strut

Hawker Hunter T.67 '218' as delivered 1969



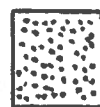
black serial

insignia colours: black/red/white/green



Stencil black on both sides of nose: red triangle, 2 rows of white lettering inside red lettering outside 3 lines of yellow lettering and vertical bar.

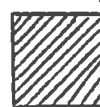
Port only: yellow dotted circle yellow panel with red lettering



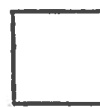
light stone



black



green



dark earth



azure blue

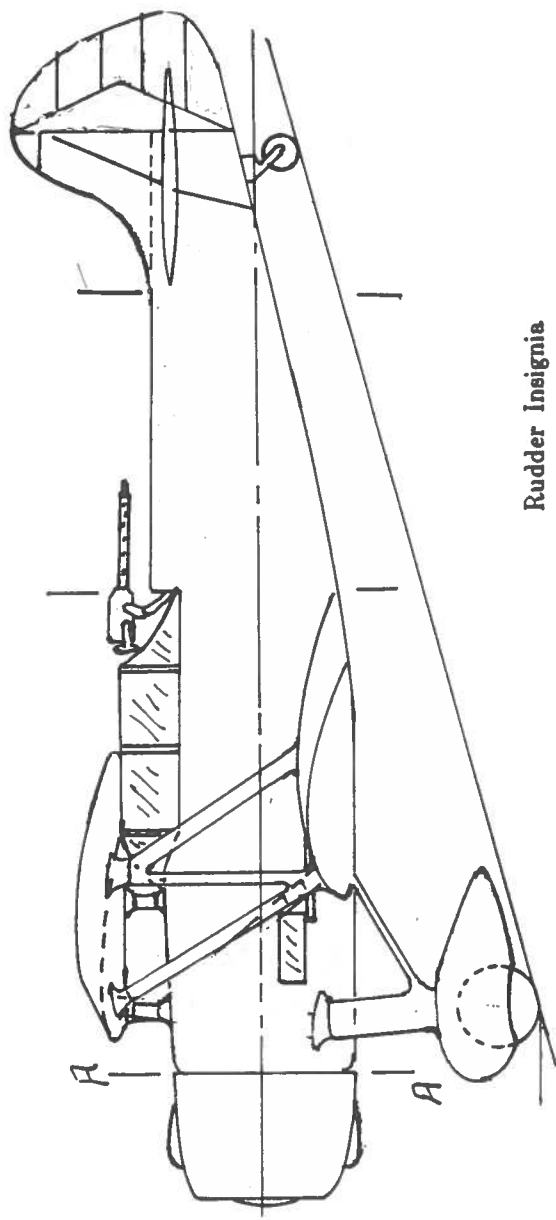


red

AIRCRAFT OF THE SMALL AIR FORCES

IN 1/48 SCALE

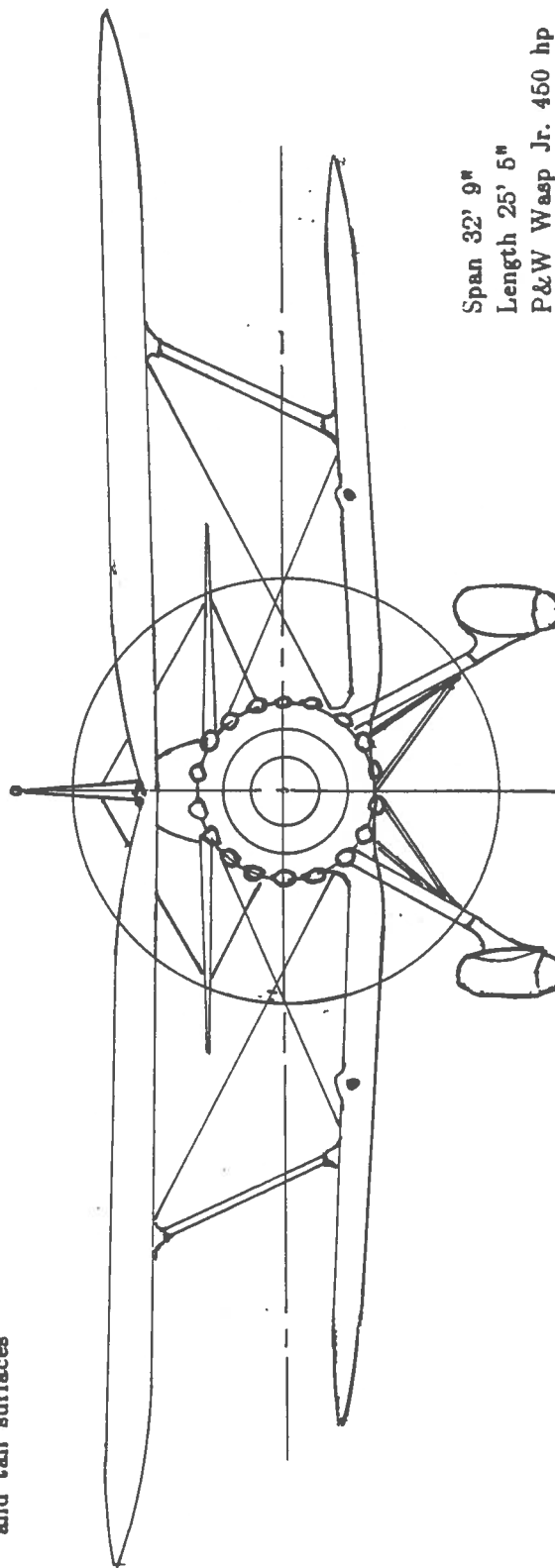
1935 Waco S3HD-A ATC #551



One sold to Cuba

Color scheme:
Silver with yellow wings
and tail surfaces

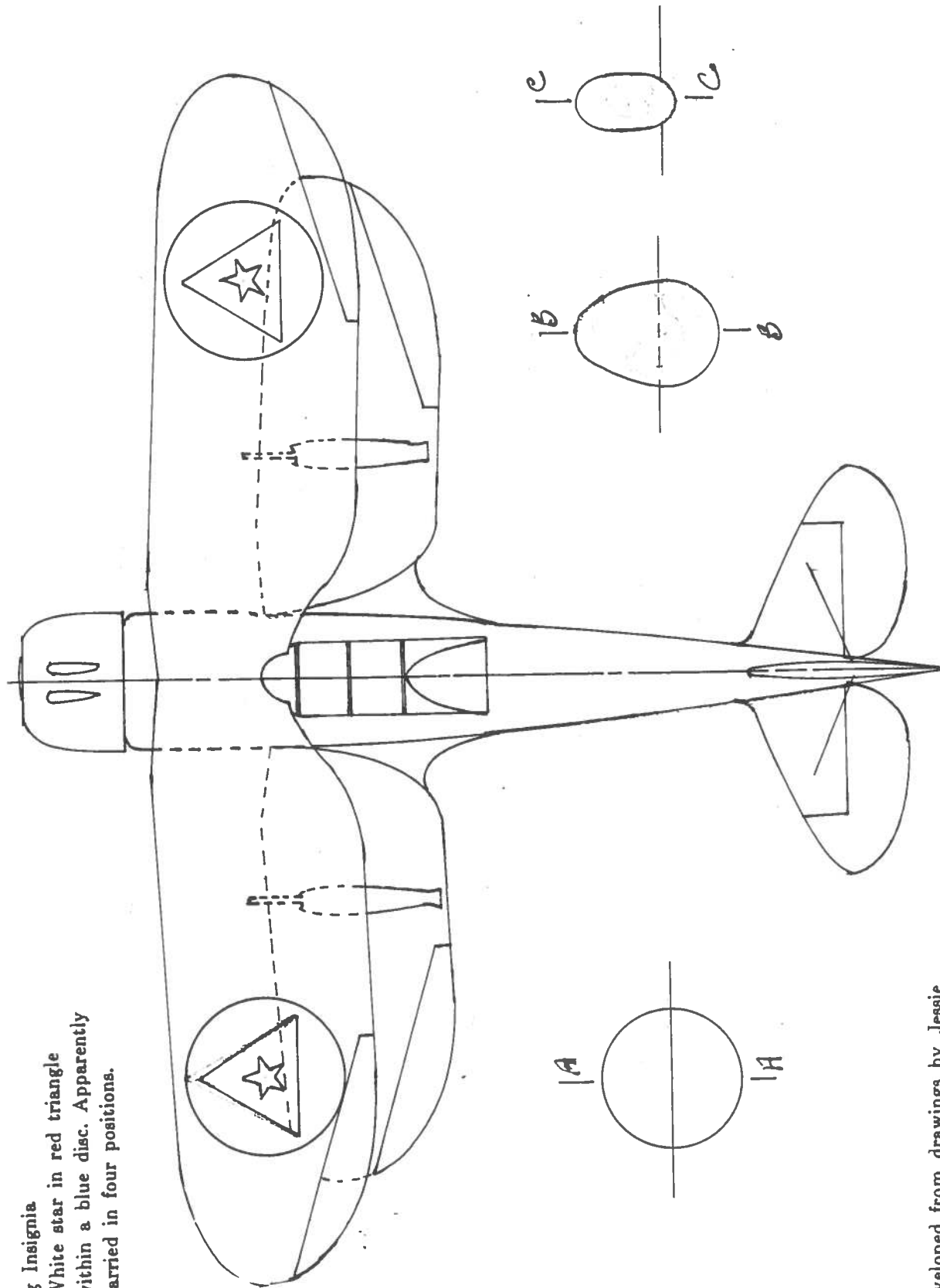
Rudder Insignia
White star in red triangle
with three blue stripes and
two white stripes



Span 32' 9"
Length 25' 5"
P&W Wasp Jr. 450 hp

Wing Insignia

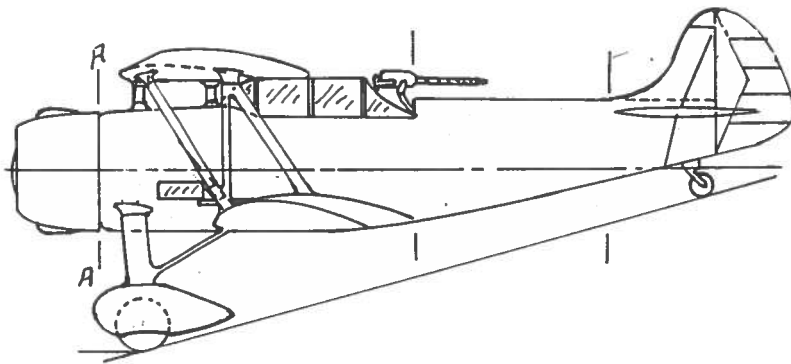
White star in red triangle
within a blue disc. Apparently
carried in four positions.



Developed from drawings by Jessie
Davidson which were published in
the April 1936 issue of MODEL
AIRPLANE NEWS

Drawn by Wayne A. Denny (SAFOH #422)
5113 Gaviota Ave., Long Beach, CA 90807

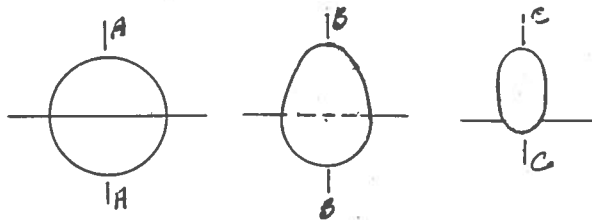
AIRCRAFT OF THE SMALL AIR FORCES IN 1/72 SCALE



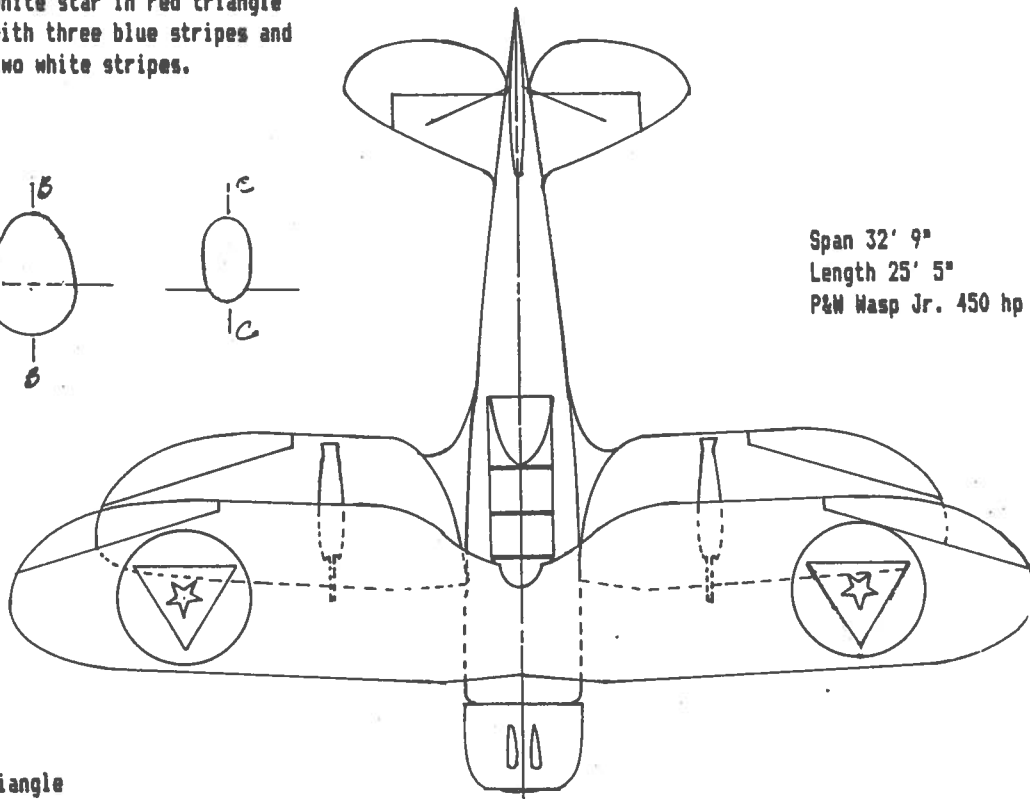
1935 Waco S3HD-A ATC #581.

One sold to Cuba.
Color scheme:
Silver with yellow wings
and tail surfaces.

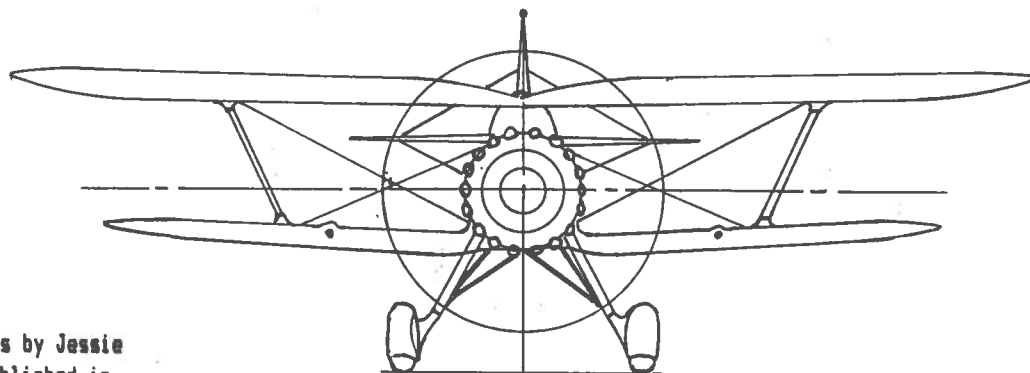
Rudder insignia:
White star in red triangle
with three blue stripes and
two white stripes.



Span 32' 9"
Length 25' 5"
P&W Wasp Jr. 450 hp



Wing insignia:
White star in red triangle
within a blue disc. Apparently
carried in four positions.



Developed from drawings by Jessie
Davidson which were published in
the April 1936 issue of MODEL
AIRPLANE NEWS.

Drawn by Wayne A. Denny (SAFCH #422)
5113 Gaviota Ave., Long Beach, CA 90807

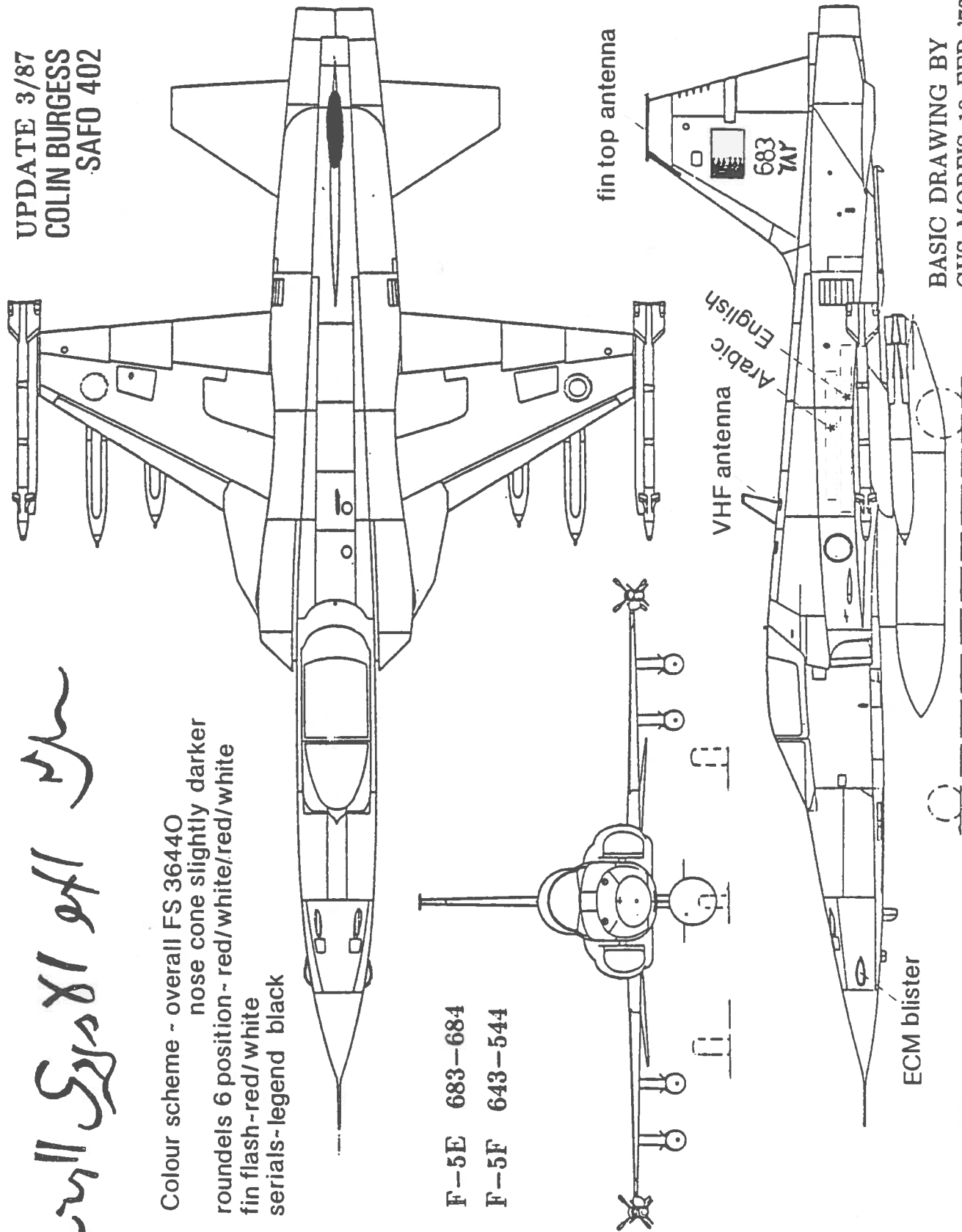
BAHRAIN AMIRI AIRFORCE

القوة الجوية الاميري البحرين

UPDATE 3/87
COLIN BURGESS
SAFO 402

Colour scheme - overall FS 36440
nose cone slightly darker
roundels 6 position - red/white/red/white
fin flash - red/white
serials - legend black

F-5E 683-684
F-5F 643-544



BASIC DRAWING BY
GIUS MORFIS 10 FEB '72

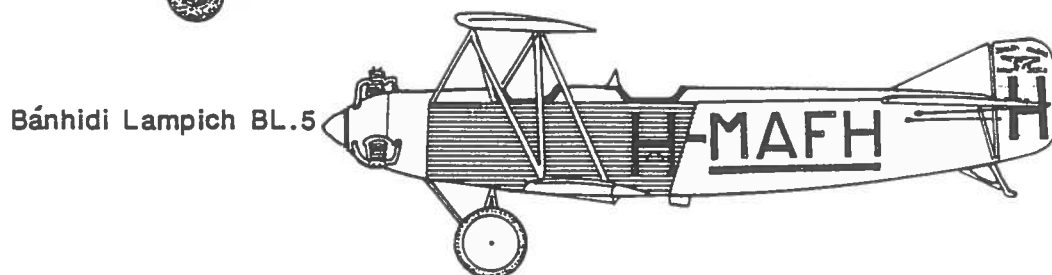
NORTHROP F-5E

References: AIR INTERNATIONAL Nov. 1986 AVIATION NEWS 3-16 Oct. 1986

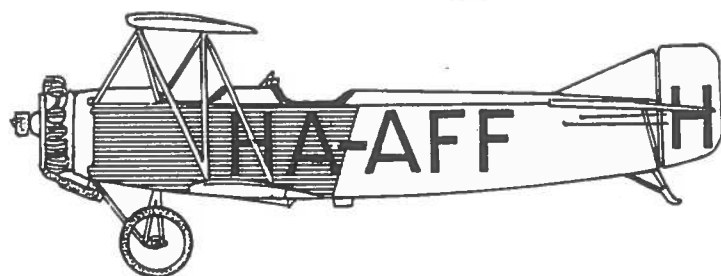
Hungarian trainers (5)



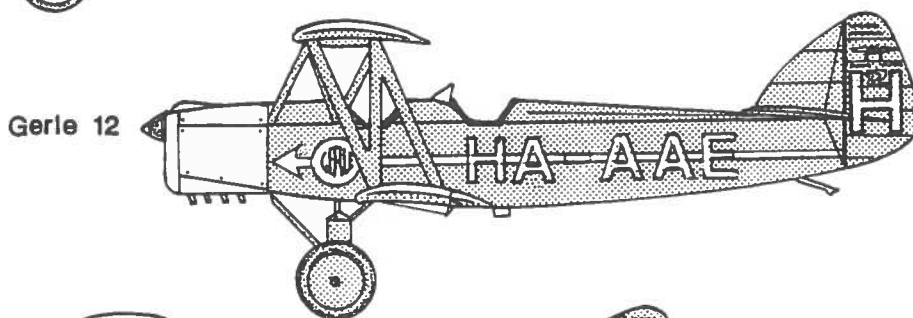
Weiss W.M. 10



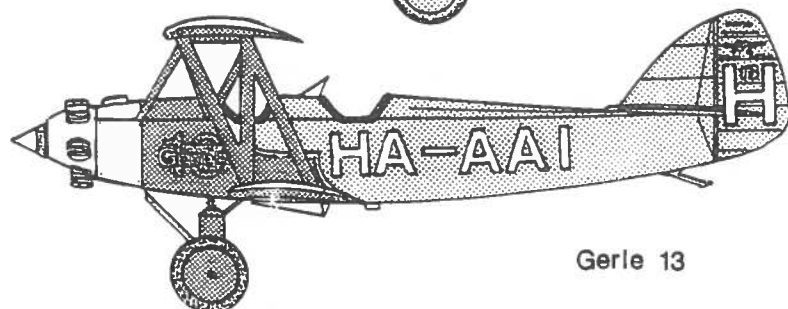
Bánhidi Lampich BL.5



Bánhidi Lampich BL.6



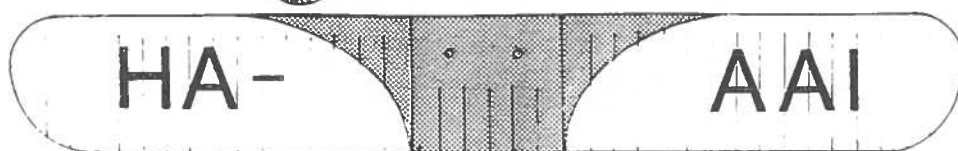
Gerle 12



Gerle 13

MUEGUETEMI
SPORTREPULO EGYESULET

MUHELVE BUDAPEST



Paul Mears (SAFCH #270)